

MICHIGAN DEPARTMENT OF TRANSPORTATION

2015-2019 FIVE-YEAR TRANSPORTATION PROGRAM

Approved by State Transportation Commission on January 22, 2015



Dear Reader:

I present to you the 2015-2019 Five-Year Transportation Program, a detailed accounting of the Michigan Department of Transportation's (MDOT) stewardship of the highway, bridge, public transit, rail, aviation, marine, and nonmotorized programs. This transportation program represents \$8.3 billion in multi-modal transportation investments over the next five-year timeframe. MDOT is determined to provide the highest quality integrated transportation services for economic benefit and improved quality of life in the safest and most efficient way possible.



As you may know, additional funding for transportation improvements continues to be an issue at the national and state levels. MDOT's role is not to dictate how transportation should be funded, but rather to raise awareness of the needs and consequences of our infrastructure's deteriorating condition. It is our responsibility to provide the greatest return on investment to Michigan's taxpayers and businesses. In order to accomplish this, MDOT annually updates its Five-Year Transportation Program, which provides information on multi-modal revenues available, expected investments, performance measures, and a list of planned road and bridge projects.

MDOT consistently works to deliver the program in the most effective and efficient way possible. The department has worked hard to become better, faster, cheaper, safer, and smarter. From 1997 to today, MDOT's workforce is 26 percent smaller. Some of MDOT's other recent efficiency achievements include:

- *Closing eight facilities and reducing staff*
- *Cutting debt by refinancing bonds and accelerating contractor payments by improving financing processes*
- *Reducing costs and speeding communication with technologies:*
 - *Pioneering "paperless" construction contracts and project designs, or "e-Construction"*
 - *Conducting training through webinars and virtual meetings*
 - *Improving data collection and automating construction manuals*
 - *Increasing social media communications, including sharing traffic and construction news via Facebook, Twitter, YouTube, and the Mi Drive traffic information website and smartphone app.*

Read more about MDOT efficiencies on the department's website at www.michigan.gov/roadfunding.

Thank you for your interest in the Five-Year Transportation Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle".

Kirk T. Steudle
Director



M-50 bridge slide over I-96

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M-50 bridge slide over I-96 in Kent County

REINVENTING INFRASTRUCTURE FOR TOMORROW: MAJOR PROJECTS AND INITIATIVES

Today's global economy requires a safe and efficient global transportation network to move people and goods. The network includes a variety of transportation modes: aviation, rail, marine, highways, transit and pathways for bicyclists and pedestrians. The Michigan Department of Transportation (MDOT) is working to improve the state's portion of the global transportation network to further bolster Michigan's position as a major player in the world economy. This effort aligns with Gov. Rick Snyder's strategy to reinvent Michigan by stimulating economic growth and job creation.

MDOT strives to promote and build a highly integrated transportation network that will produce efficiencies and maximize the investment of public funds. There are large infrastructure needs for all transportation modes, and funding these needs will continue to be challenging.

Moving Goods

Michigan is a prominent exporter, ranking eighth in the United States. In 2013, Michigan exports totaled more than \$58 billion. Almost half of Michigan's economy depends on foreign trade.

In addition to producing and exporting goods, Michigan plays an important role in moving them. In 2012, more than 34.8 percent of total U.S.-Canada trade passed through Michigan, and more than 51 percent of total Canada-Mexico trade. Another \$20.3 billion in trade between the United States and the rest of the world moved through Michigan.

Several bridge, highway, rail and airport projects in this five-year program will enhance Michigan's capabilities as a key link in the global economy. By improving Michigan's infrastructure and the interfaces between transportation modes, the state will become increasingly attractive as a site for logistics and supply chain assets. These assets are vital to helping businesses move goods effectively, efficiently and on time.

A linchpin is the New International Trade Crossing (NITC) connecting Detroit and Windsor, Ontario. The bridge will feature freeway-to-freeway connections between the United States and Canada, and provide needed redundancy at a critical link in the cross-border logistical chain for goods hauled by truck. On the U.S. side, NITC will connect to I-75, which, along with I-94, has the highest truck volumes in the state. Major improvements planned for I-75 and I-94 will ease the flow of traffic through these two corridors.

Rail also is crucial to Michigan. The state has the 12th-largest rail network in the country, with almost 3,600 miles of track, and is part of freight corridors that pass through Canada, Ohio and Chicago. The proposed Continental Rail Gateway would provide a new rail tunnel underneath the Detroit River to handle modern rail cars that cannot pass through the existing underground rail tunnel. This project would help solidify Michigan's role as a logistics hub when new ships designed to take advantage of the Panama Canal's recent enlargement begin delivering cargo to Halifax, Nova Scotia, and Montreal, Canada. Another project, the Detroit Intermodal Freight Terminal (DIFT), will consolidate several intermodal freight terminals in southeast Michigan and improve the efficiency of shifting cargo from one rail line to another, and from rail to truck.

Airports are important links in the global transportation network. In 2013, Michigan airports moved about 40 million pounds of cargo. This is accomplished by both dedicated carriers (FedEx, UPS) and commercial airlines moving cargo in the "belly" of aircraft (known as belly cargo). MDOT is working with airports to improve cargo facilities and identify supply chain/logistics opportunities that aviation can support.

Michigan has about 90 port facilities, 40 of which primarily move freight. Most of these facilities are privately owned and operated, but MDOT ensures that highway access to them is maintained and efficient.

As Michigan continues to reinvent itself to create new jobs and economic growth, a key component remains a modern and well-maintained transportation network that moves both people and goods dependably and efficiently. Following is an update on ongoing and future projects to achieve this network for moving goods.

New International Trade Crossing (NITC)

The NITC project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario. This system will improve the flow of international trade between the United States and Canada at the busiest border crossing between the two countries.

The project has three primary elements: a new Detroit River crossing (bridge), new state-of-the-art border inspection areas on each side of the river for the U.S. and Canadian border services agencies (plazas), and direct connections to



highway systems in each country (I-75 in the United States and Highway 401 in Canada via the new \$1.4 billion Rt. Hon. Herb Gray Parkway).

Canada has agreed to finance Michigan's NITC project components. This investment will be used for real estate purchases, utility work, construction of an I-75 interchange and local road improvements. The agreement ensures that at least \$550 million is spent in Michigan and that the funds are eligible to help match federal aid for other critical highway projects across the state that are part of MDOT's 2015-2019 Five-Year Transportation Program. The funds will be repaid from toll revenue generated after the new bridge opens.

On June 15, 2012, an interlocal Crossing Agreement was signed by Gov. Rick Snyder and Canadian officials to provide a framework for a Canadian Crossing Authority (now known as the Windsor-Detroit Bridge Authority, or WDBA) to finance the new crossing under the oversight of a jointly established International Authority. The International Authority will have three members appointed by Canada and the Crossing Authority, and three members appointed by Michigan. Design, construction, operation and maintenance of the NITC will be performed by a private entity through a public-private partnership (P3) agreement.

All environmental clearances in the United States and Canada have been secured. A presidential permit for the proposed bridge was applied for in June 2012 and issued by the State Department on April 12, 2013. The U.S. Coast Guard permit was issued on May 30, 2014.

On July 30, 2014, Gov. Rick Snyder and Lisa Raitt, Canada's Minister of Transport, announced appointments to the International Authority that will oversee construction of the NITC, as well as oversee and approve key steps in the P3 procurement process for the new Windsor-Detroit bridge crossing. It also will monitor compliance of the WDBA with the Crossing Agreement signed by Canada and Michigan.

Also on July 30, 2014, Minister Raitt of Transport Canada announced appointments to the Board of the WDBA for the positions of president and chief executive officer, chairperson of the board of directors, and two directors. WDBA, created in 2012 and Canada's newest Crown Corporation, will manage the procurement process for the design, construction, operation and maintenance of the new bridge through a P3. It also will oversee the work of the P3, manage the concession agreement and payments, and set and collect tolls.

Federal Highway Administration (FHWA) authorized right-of-way and design activities for the NITC project in 2013. Implementation of this project will be complex, lengthy, and must comply with the Crossing Agreement. Procurement for the P3 concessionaire will take approximately two years, with construction taking another four to five years. The NITC is anticipated to be open to traffic in 2020.

Detroit Intermodal Freight Terminal (DIFT)

Intermodal capacity in southeast Michigan is inadequate and rail freight movement is inefficient. Freight destined for Detroit sometimes passes through the city by rail and then is trucked back to Detroit from other cities like Chicago. The DIFT project in southwest Detroit will help correct this situation by enhancing truck-to-rail and rail-to-truck intermodal freight operations at the Livernois-Junction Rail Yard.



The DIFT project comprises many individual projects that will be constructed over a 10 to 15-year time frame. Design for the Delray Project and design and construction on the West Detroit project are ongoing. Preliminary plans for the Delray interlocking improvement project, which is the railroad's top priority, have been prepared and design of the West Detroit connection project is complete with construction under way. These two projects will greatly improve rail transportation in Michigan.

Modernizing the I-94 and I-75 Corridors

The I-94 and I-75 corridors are crucial segments of Michigan's portion of the global transportation network. I-94 carries more than 20 million tons of freight annually valued at \$28.7 billion, while I-75 carries 18.5 million tons of freight annually valued at more than \$26 billion. The corridors are major trade routes for goods moving across the Ambassador Bridge in Detroit and the Blue Water Bridge in Port Huron. The flow of commodities through these corridors is expected to increase with the completion of the NITC, DIFT, and Continental Rail Gateway tunnel projects.

The section of I-94 through midtown Detroit needs to be reconstructed to improve safety, traffic flow, pavement and bridge condition, freight mobility, and local access to the freeway.

The project will modernize a 6.7-mile section of critical infrastructure that was built in segments more than 55 years ago. It will add continuous service drives linking the community with sidewalks along the service drives and across bridges. The 2015-2019 Five-Year Transportation Program invests \$390 million to begin program manager contracts, utility easements, opportunity right-of-way purchases, design of nine modernized bridges, and construction of eight of these bridges within the corridor. Design, utility relocation and right-of-way purchases also will begin on the roadwork from Conner Avenue to Chene Street. Eighty percent of the project cost is for preservation, including reconstructing existing freeway, overpasses and utilities. Bridge construction is planned in Fiscal Year (FY) 2017 for six bridges over I-94 (Gratiot Avenue, Cadillac Avenue, Chene Street, Cass Street, Second Street and Mt. Elliott). In 2019, repairs are planned for the Dequindre Bridge, along with new structures and ramps to eastbound and westbound I-75 and construction of frontage roads.

Similarly, I-75 in Oakland County has an 18-mile section that was built in segments 40 to 56 years ago. These sections

of freeway have never been reconstructed and need drainage, geometric and modernization upgrades to improve safety. In the 2015-2019 Five-Year Transportation Program, \$208 million will begin program manager contracts, right-of-way purchases and reconstruction. Ninety percent of the project costs are for road and bridge preservation. In 2016, construction is planned for the I-75 interchanges with Square Lake Road and Adams Road. In 2018, construction is planned for the I-75 segments from Wattles Road to Coolidge Road.



Willow Run Airport

Willow Run Airport is located in Wayne County and, like Detroit Metropolitan Airport, is governed by the Detroit/Wayne County Airport Authority. Long neglected, it is now being recognized as a valuable complement to Detroit Metro. Willow Run has a good location, on I-94 west of Metro Airport, and the concept of an Aerotropolis has been identified as a key component in accelerating growth in southeast Michigan. The goal is to develop the area between and surrounding Detroit Metro and Willow Run airports into a global logistics hub for the movement of people, products and information. Over the long term, the Aerotropolis (now known as VantagePort) is projected to attract more than 60,000 jobs to the region and more than \$10 billion of additional annual economic activity with an aggressive business attraction effort. Making Willow Run of greater value to the Aerotropolis requires modernizing and repairing its runways, taxiways and aprons, plus other airport capital improvements.

In 2014, Willow Run received approximately \$23.5 million in federal, state and local Airport Improvement Program (AIP) funding to repair the airport's primary runway. An additional \$20 million in AIP funding will be requested in FY 2014-2016 to build a new parallel taxiway for the repaired 5R/23L runway.

Starting in FY 2015, the airport received support from both MDOT and the Michigan Economic Development Corp. to begin an environmental assessment for the repair of runway 9/27. Once completed, these projects will elevate the handling of air freight in southeast Michigan to new heights, creating new job opportunities and making Michigan a leader in air freight to Europe and east Asia.

Future Initiatives: Continental Rail Gateway

The Continental Rail Gateway project is a public/private partnership that would build a new rail tunnel under the Detroit River, between Detroit and Windsor, to handle modern rail cars that existing tunnels cannot. This project would help solidify Michigan's role as a logistics hub when new ships designed to take advantage of the Panama Canal's recent enlargement begin delivering cargos to Halifax, Nova Scotia, and Montreal, Canada. Together, the Gateway and DIFT projects will enhance freight movement in the Detroit area. These two projects also have the potential to reduce road congestion by minimizing delays at grade crossings, and improving the efficiency of shifting cargo from one rail line to another, and from rail to truck. MDOT plans to invest \$10 million in the tunnel project. Construction is estimated to start in FY 2015.

Moving People

Giving people more transportation options is a high priority for MDOT. Increased connectivity between modes provides more choices and a more effective transportation network.

MDOT continues to partner with Amtrak on the Wolverine, Blue Water and Pere Marquette passenger rail lines that connect to 22 Michigan communities and Amtrak's national network. Nearly 800,000 passengers traveled on Amtrak trains in Michigan in 2014. MDOT recently began the process of updating 135 miles of state-owned track that will enable Amtrak trains to travel at higher speeds between Detroit and Chicago. Other improvements will provide connections for rail, intercity bus and local transit, including installing a connection track to provide direct service between Dearborn and Detroit; completing new

facilities at Troy/Birmingham, Grand Rapids, Dearborn and East Lansing; and planning new intermodal facilities in Ann Arbor and Detroit.

Many people rely on buses for transportation. MDOT works with 117 public transit providers across the state who served more than 97 million passengers in 2012. To move people more quickly, Grand Rapids recently began operation of the state's first bus rapid transit (BRT) system, the Silver Line, which will mature over the course of this five-year program. Analysis has begun on their second proposed BRT project, the Laker Line. A BRT also is under development in the Lansing-East Lansing area. The Regional Transit Authority (RTA) of Southeast Michigan recently adopted BRT as the locally preferred regional transit alternative for Woodward Avenue from Detroit to Pontiac, which has cleared the path for environmental analysis to begin. The RTA has also begun analysis of regional rapid transit alternatives for Gratiot and Michigan avenues and will be focusing on coordination of existing bus transit services in Wayne, Oakland, Macomb and Washtenaw counties.

The M-1 streetcar project along Woodward Avenue in downtown Detroit is under construction and streetcar operations are expected to begin in early 2016.

Improvements will continue for Michigan's commercial airports, which served more than 37 million passengers in 2013. For Ann Arbor and Lansing-area residents planning to fly out of Detroit Metropolitan Airport, an option for getting to the airport is the Michigan Flyer: Air Ride. A continued focus on access and linkages with ground transportation providers will enhance both options and efficiency for air travelers.

The Complete Streets initiative is aimed at making Michigan's transportation network work for everyone, with an emphasis on increasing opportunities and safety for those who travel by bike or foot. This requires being sensitive to removing obstacles to travel, as well as making simple improvements that improve safety for all users. The types of facilities that may be needed are dependent on context but may include things like better access to transit stops, bike parking, pedestrian signals and crosswalk markings, bike lanes, and connected networks for travel between places and within a community. MDOT has been proactively supporting this concept and already has more than 3,000 miles of wide, paved shoulders and 40 miles of marked bicycle lanes on state highways. MDOT also partners with local

agencies and other state agencies to expand the shared-use path network across the state.

Following are some of the projects that will create a more integrated and modernized transportation system to enhance connectivity and mobility.

M-1 Rail Streetcar

Working with the state and community partners, M-1 Rail – a 501c3 nonprofit – is developing a streetcar line that will become the centerpiece for economic development and future connectivity in the Detroit region. The project is an unprecedented public-private partnership, funded by \$110 million from private philanthropic investments, \$10 million from MDOT, and \$25 million in Federal Transit Administration (FTA) funds.

M-1 Rail will be a 3.3-mile, 11-station light rail/streetcar system connecting key points and destinations along Woodward Avenue in Detroit's Central Business District to the New Center/North End district. The Woodward Avenue corridor provides a direct link to 125,000 jobs and 275,000 residents. The streetcar will improve mobility and be a catalyst for continued economic growth and job creation. It will connect to multiple modes of transportation, including the Amtrak station, and become the first piece of a more robust, coordinated transit strategy for Detroit and the region.

Construction has begun and is proceeding consistent with its schedule. Costs are estimated at \$135 million to \$145 million. MDOT's investment in M-1 Rail includes technical assistance and coordinating design and engineering with the department's reconstruction of Woodward Avenue from Chandler Street to Sibley Street

in 2014. Streetcar operations are expected to begin in early 2016.

M-1 Rail supports initiatives and strategic investments in infrastructure and transit-related economic development, including enabling support for mass transit through a well-funded RTA. In addition, prior legislative support has enabled M-1 Rail to maximize and leverage private investment in the streetcar line for other connected and coordinated transit projects. M-1 Rail is working with federal, state, regional and city partners to identify transportation projects that can receive up to \$60 million federal match, and fully supports efforts to develop a coordinated regional transit system.

Grand Rapids-Area BRT

The Rapid's Silver Line connects Grand Rapids, Kentwood and Wyoming, mainly servicing the Division Avenue corridor with 33 stations along 9.6 miles. The Silver Line is expected to reduce travel times by up to 40 percent by using a dedicated bus-only lane and signal priority during peak travel times. It is operated by the Interurban Transit Partnership, also known as the "The Rapid," which operates transit services in Grand Rapids and five adjacent communities. The Rapid expects an increase in ridership of 40 percent.

The project is Michigan's first BRT line. The Silver Line operates as an express service, with minimal stops and traffic signal priority. It coordinates with local buses and intercity buses at the Rapid Central Station. Electronic signs in shelters provide riders with real-time information. Traffic signals hold green so that the BRT can move through the signal if the light is changing.

Future Initiatives: RTA

An RTA was recently established for southeast Michigan, organized under Public Act 387 of 2012. The RTA comprises Wayne, Oakland, Macomb and Washtenaw counties. It is governed by a 10-member board with two representatives from each of the participating counties, one representative from the city of Detroit, and one non-voting member appointed by the governor who acts as chairperson. The RTA is charged with coordinating public transit services in the four counties. This includes developing a single master transit plan and coordinating the operating and capital plans of all transportation agencies and authorities in the southeast Michigan region.



TRANSPORTATION FUNDING CHALLENGES

January 2015 Update:

After the release of the preliminary draft of the 2015-2019 Five-Year Transportation Program on Dec. 5, 2014, the Michigan Legislature worked toward a solution to the projected state shortfall of transportation funds. The agreement struck in the early morning of Dec. 19 involves a multi-faceted plan to improve transportation funding, as well as funding for schools and local municipalities. The intention behind the ballot measure and linked bills is to address the growing need for road and bridge funding, protection for school and community funding, and tax relief for lower-income Michigan residents. The ballot measure also would mean that taxes recovered from transportation-related activities would go to transportation purposes.

The agreement calls for the Michigan voters to decide in a special election on May 5, 2015.

If approved by a vote of the people, the ballot proposal would:

- Remove the sales tax on gasoline, which currently goes predominantly to schools and local municipalities.
- Increase the sales tax from the current 6 percent to 7 percent.
 - Dedicate a portion of the additional sales tax revenue to the School Aid Fund (to be used exclusively for school districts and community colleges)
 - Dedicate a portion of the additional sales tax revenue to revenue sharing with townships, cities, and villages

If this ballot proposal is passed by voters in May, a package of approved bills would change the tax structure on both gasoline and diesel fuel that are tied to the ballot outcome. The fuel tax and registration changes in the bill package would only go into effect if the ballot measure passes. If the ballot measure fails, these changes would not happen.

As part of this bill package, fuel taxes would cease on a per gallon basis and instead be based on the wholesale price of the fuel, beginning in October 2015. A new rate would be announced every year on Oct. 1. Again, sales taxes on fuel would be dropped as part of the sale tax ballot measure. The new rates on October 2015, if the ballot measure passes, are estimated to be about 41 cents for gasoline and 46 cents for diesel. The real per gallon rate would be tightly controlled by limits on the annual rate of change. After the initial switch in October 2015, the rate would go up by the same percentage as the Consumer Price Index (CPI) for Detroit. In times of high fuel prices, the tax would not go up by more than 5 cents. Over the long term, the fuel tax rate would not go up faster than the CPI, no matter what the fuel price does.

Other bills tied to the success of the ballot measure include:

- Vehicle registration changes for regular vehicles and for heavy trucks. An additional registration fee also would be added to electric and hybrid vehicles. These registration increases would fund road and transit improvements.
- Reforms for competitive bidding and warranty requirements that would expand those already in use at MDOT to be used in local municipalities as well.
- Restore the 20 percent Earned Income Tax Credit for low-income individuals.



Federal and State Funding Uncertainties

Michigan faces many challenges in delivering sustainable transportation infrastructure improvements and services over the next five years. Two of the most important challenges are declining state transportation revenue and uncertainty in long-term federal funding.

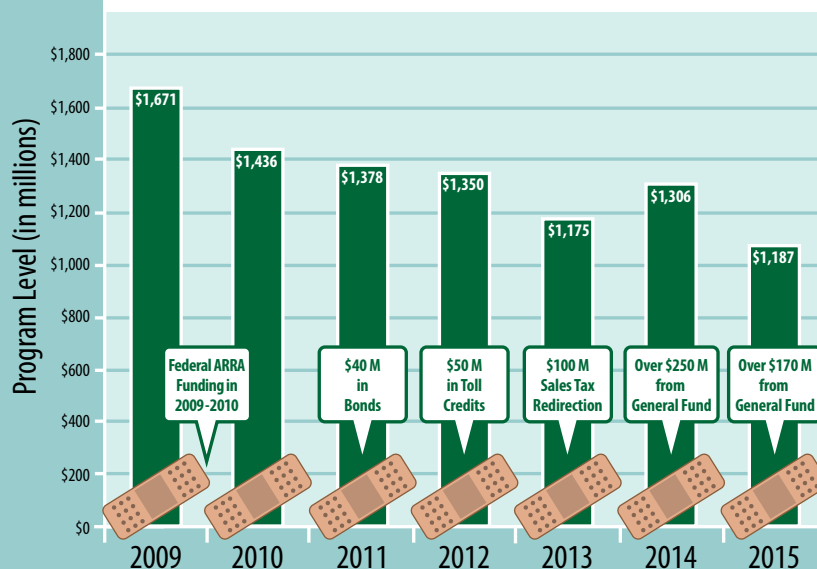
Transportation agencies throughout the nation continue to struggle with the uncertainty surrounding federal investments in surface transportation. Legislation enacted reauthorizing federal highway and transit programs and funding, called the Moving Ahead for Progress in the 21st Century Act (MAP-21), expired at the end of FY 2014. History suggests that federal surface transportation programs could be operated for the foreseeable future through a series of short-term extensions of MAP-21. Following the expiration of the previous two long-term reauthorization bills that preceded MAP-21, federal programs and funding were authorized through a total of 23 short-term extensions that covered 56 months. The first short-term extension of MAP-21 was approved by Congress to continue federal programs and funding through the first eight months of FY 2015.

The federal Highway Trust Fund (HTF), which supports investments in highways and transit, continues to experience a significant structural deficit. Current federal highway and transit funding levels are projected to exceed available transportation revenue by an average of \$15 billion per year for the next five years. This structural imbalance in the HTF has been a source of considerable uncertainty over the past several years. On five different occasions since 2008, Congress has either tapped the federal General Fund or relied on other one-time funding sources to transfer a combined total of \$65 billion into the HTF in order to prevent cuts in highway and transit funding. Despite an \$11 billion transfer into the HTF in August 2014, the fund balance is once again expected to be exhausted in May 2015. Agreement among policymakers

in Congress on a long-term solution to the HTF structural imbalance remains elusive. In addition, there is general agreement among policymakers at all levels of government that current investment levels fall far short of what is necessary to meet the needs of the nation's transportation system. Uncertainty in the future path of federal funding caused by the HTF structural imbalance and the prospect of operating under short-term extensions of MAP-21 will remain big challenges to transportation agencies.

STABILITY NEEDED FOR TRANSPORTATION FUNDING

MDOT Trunkline Highway Program Investment



How can we plan for road and bridge projects when future funding is uncertain?



Every year, gaps in the transportation budget have been filled through the budgeting process. A longer-term fix for funding is needed. Major road and bridge projects take about five years from the planning stage to construction. In order to plan for fixes now, MDOT needs to know funding will be available in future years. MDOT uses its Five-Year Transportation Program to plan what projects can be funded throughout the state. Instability of transportation funds year to year makes planning these projects difficult.

TRANSPORTATION FUNDING CHALLENGES

KEY MESSAGES

Highway Program

- The Highway Program has not had sufficient funds from gas taxes and vehicle registration fees to match federal aid for several years. These shortfalls have been addressed through a variety of efficiencies, budget adjustments, program reductions, Transportation Economic Development Fund shifts, toll credits, sales tax redirection, and general fund redirections.
- Federal transportation authorization uncertainty: MAP-21, the federal highway and transit legislation, expired on Sept. 30, 2014, although it has been extended through May 2015.
- The HTF, which is the main source of federal highway and transit funding, is still reliant on infusions of funds because outlays continue to outpace revenues.
- Michigan will experience substantial decline in road and bridge system condition, service level, and reliability if funding is not increased at the federal and state levels.

Passenger Transportation Program

- Projected state revenues over the five-year time frame are not adequate to maintain even the current level of support to local agencies. FY 2015 is dependent on General Funds to access all available federal funds. Without supplemental General Funds in the out-years of the program, federal funds may be left on the table.
- Programs already have been cut and reduced to divert available revenues to maintain essential services. Capital investments have been deferred to maintain operating programs.
- In this Five-Year Transportation Program, two somewhat conflicting scenarios exist:
 - Federal formula funds are lower under MAP-21 and the Comprehensive Transportation Fund (CTF) is not keeping up with the cost of maintaining service, which will result in a continued slow decline of service levels and infrastructure state of good repair in many areas of the state.
 - In some areas of the state, there is likely to be commitments of federal discretionary funds and/or increased local funds to maintain or even expand service, but the CTF is not able to respond, so the opportunity to reverse the slow decline in these areas may be lost.

Aviation Program

- Aeronautics programs are being negatively impacted by the continued decline in aviation fuel tax revenues.
- The current \$.03 per gallon excise tax rate has not been adjusted since its inception in 1929.
- Over the five-year program, a widening gap between projected revenues and identified need will reach \$80 million annually.
- Declining system condition will lead to increasing costs over the five-year program and beyond.
- Lack of state revenue will continue to place an increasing burden on local communities for maintaining airport infrastructure.

Rail Program

- The bulk of federal and state funds will be invested to preserve and enhance intercity passenger rail services in Michigan.
- A significant portion of the rail investments in this five-year time frame will be funded with federal grants received previously under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.
- Beyond PRIIA funding, MDOT has very little ability to fund additional passenger rail capital improvements. In addition, it is uncertain if MDOT's revenues will be able to maintain the current operating contract for intercity passenger rail services or continue to fund rail freight programs.

Pennsylvania, Massachusetts, Arkansas, New Hampshire, Virginia, and Wyoming are among several states to enact transportation funding initiatives to generate more transportation funding. These states are opting to increase revenues for transportation through taxes, tolls and other measures. These states are acting not just because of uncertainties in federal funding but also growing infrastructure needs nationwide. MDOT's Highway Program is predicated on the availability of federal funds. If there were to be a shortage of federal funds, it would certainly create a great detriment to Michigan highway and transit programs.

Michigan state transportation revenues have been relatively flat for the past several years. Many policymakers at the federal and state levels have acknowledged the need for additional revenues to invest in maintaining and improving transportation infrastructure. Long-term funding solutions and stability are needed to plan for capital investments for all transportation modes. Short-term budget solutions in recent years have filled the gap between the revenues generated through gasoline and vehicle registration fees, and the funding levels needed to match federal aid.

Current revenues are insufficient to meet program needs, such as preservation of roads and bridges and continuation of transit services and bus replacement. Many transportation projects require multiple years of planning to complete design and construction. Therefore, more stable funding is needed to adequately plan improvements. Increased funding and stability in funding are needed for all transportation modes to reinvent and modernize Michigan's infrastructure.

Highway Program investment levels are based on the assumption that all federal aid will be matched. For FY 2016-2019, there is a state revenue shortfall of approximately \$117 million to \$133 million per year. This equates to a possible annual loss of \$665 million to \$750 million in federal revenues.

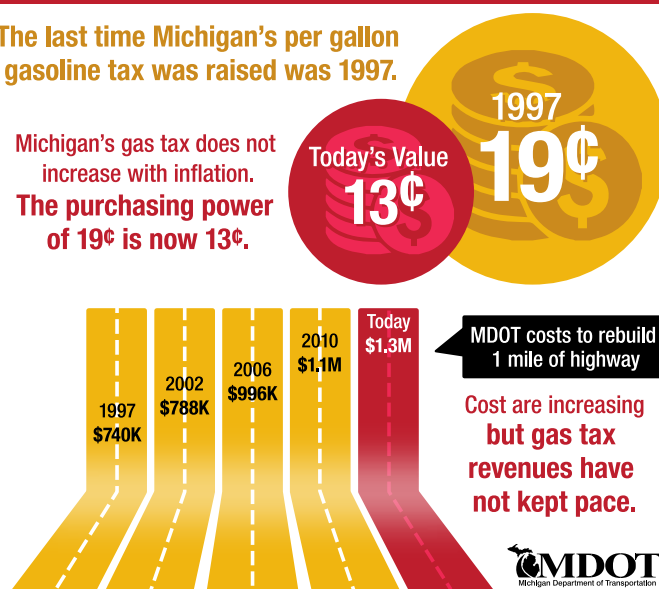
FY 2016-2019 Annual Shortfall

State Revenue Shortfall	\$117 million - \$133 million per year
Federal Aid Lost to MDOT Highway Capital Program	\$665 million - \$750 million per year

ROAD REPAIR COSTS INCREASE WITH INFLATION...

The last time Michigan's per gallon gasoline tax was raised was 1997.

Michigan's gas tax does not increase with inflation. The purchasing power of 19¢ is now 13¢.



↑(Inflation) + ↑(Road Costs) = ↓Road Rebuilding

...but the gas tax revenue does not!

The infographic above depicts the decline in purchasing power of the state gasoline tax, due to the lack of indexing to inflation. More fuel-efficient vehicles also contributed to declines in state revenues. Federal gasoline and diesel taxes also are suffering from similar declines in purchasing power. Costs continue to drive upward, while gasoline revenues in particular have not kept pace.

Transit funding also is suffering from the same declines since federal and state funding for transit also is allocated from the same federal and state gas taxes. Federal funding to transit agencies in Michigan has dropped considerably under MAP-21. Michigan received more than \$50 million in discretionary bus and bus facility funding in 2012, while in 2013 that funding was reduced to less than \$5 million. Funding for state assistance for passenger rail through the Federal Railroad Administration comes from the General Fund, and is even more uncertain in the near future given the intense focus by policymakers to reduce the federal deficit.

State funding for transit, allocated through the CTF, also is projected over the five-year time frame to have inadequate state revenues to maintain even the current level of support to local agencies.

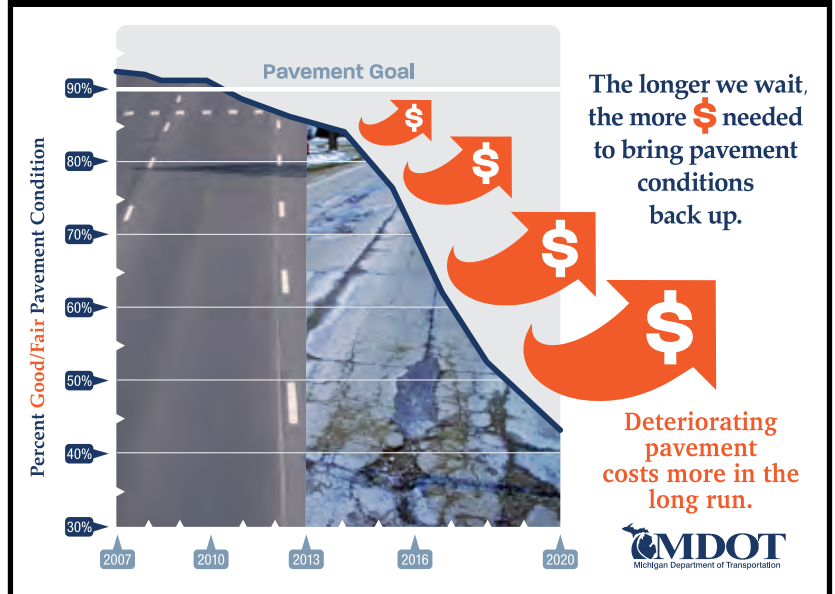
On the aviation side, the Federal Aviation Administration Modernization and Reform Act, signed into law in February 2012, is a four-year reauthorization providing stable and predictable funding through FY 2015. Funding for the largest capital program, the AIP, was reduced by 5 percent under the legislation. Another notable change is that the new authorization bill did not continue the 95 percent federal share for most airports, so the federal share for projects at these airports has dropped back to 90 percent. Lack of state revenue will continue to place an increasing burden on local communities for maintaining the airport infrastructure.

Transportation Needs Keep Growing

MDOT continues to focus on improved safety, reliability, efficiency, and innovation as good stewards of the funding entrusted to the department by Michigan taxpayers. However, it will take more than that to overcome the challenges Michigan's transportation system faces. Without additional investment, Michigan's roads and bridges will fall further into disrepair, dragging down Michigan's economy and quality of life. Transit and rail investments, approved by Michigan taxpayers to improve local economies, will need to be balanced with the rest of the state's transit commitments. There is no easy solution, but Michigan faces a choice of paying more now or a lot more in the future. To learn more about Michigan transportation funding and needs, go to the MDOT website: http://www.michigan.gov/mdot/0,4616,7-151-68212_64050_64074_64091---,00.html.

The MDOT Highway Program is based on implementation of the goals and policies outlined by the State Transportation Commission (STC), emphasizing an asset management approach to preserving the transportation system and providing safe mobility to travelers. Road and bridge preservation projects included in the five-year

PAVEMENT REPAIR COST INCREASE THE LONGER WE WAIT



ROAD DETERIORATION



program are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of Michigan roads and bridges and keep them in good condition.

MDOT pavement programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/repair), an aggressive Capital Preventive Maintenance (CPM) Program, and routine maintenance of the system. Using a mix of fixes and a mix of preventive maintenance, resurfacing and reconstruction optimizes the preservation, and timely replacement of assets for available highway funding is the most cost-effective practice. It's more cost-effective to keep a pavement in good or fair condition rather than repairing it when it becomes poor. Despite these efficient approaches for pavement repair, over the last three years, the percent of pavements in good or fair condition has declined by 1.2 percent per year. At its peak in 2008, trunkline pavement condition was 92 percent good or fair. In 2014, it is 85 percent good or fair.

What these estimates don't fully depict is that the number of pavements in fair condition declining to poor condition will markedly increase in the coming years. The most recent estimate forecasts the rate of pavement deterioration on the trunkline to rise significantly, to nearly 7 percent annually over the next six years. This equates to about 2,000 lane miles deteriorating into poor pavement per year. This decline is depicted on the graphic on the next page. As these pavements decline quickly, there are fewer opportunities to invest in lower-cost preventive maintenance-type fixes, and only more costly reconstruction options will be effective. Reconstruction work costs approximately three times the amount of rehabilitation work and 17 times the cost of preventive maintenance.



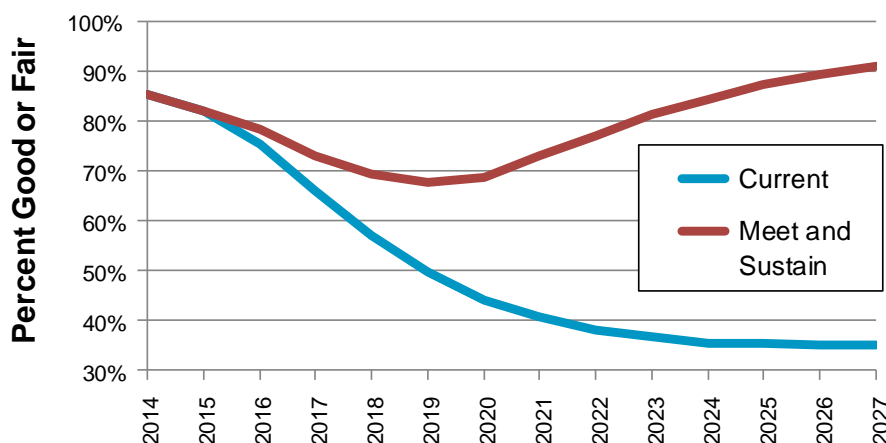
Road Repair

The Highway Program uses a pavement forecasting tool that forecasts pavement conditions for the trunkline network based on funding scenarios. The scenarios presented in the graph below represent two possibilities for funding into the future, featuring two very different paths. The blue line represents forecasted pavement conditions based on state investment levels that are only enough to match expected federal aid. MDOT's Highway Program and maintenance needs will outpace funding levels at this investment level, and pavement condition levels will fall to approximately 40 percent good or fair. The red line represents an additional \$1.13 billion annually in state transportation revenue invested in the trunkline system, and would allow the pavement condition to meet and sustain pavement condition goals (90 percent good or fair) by 2027.

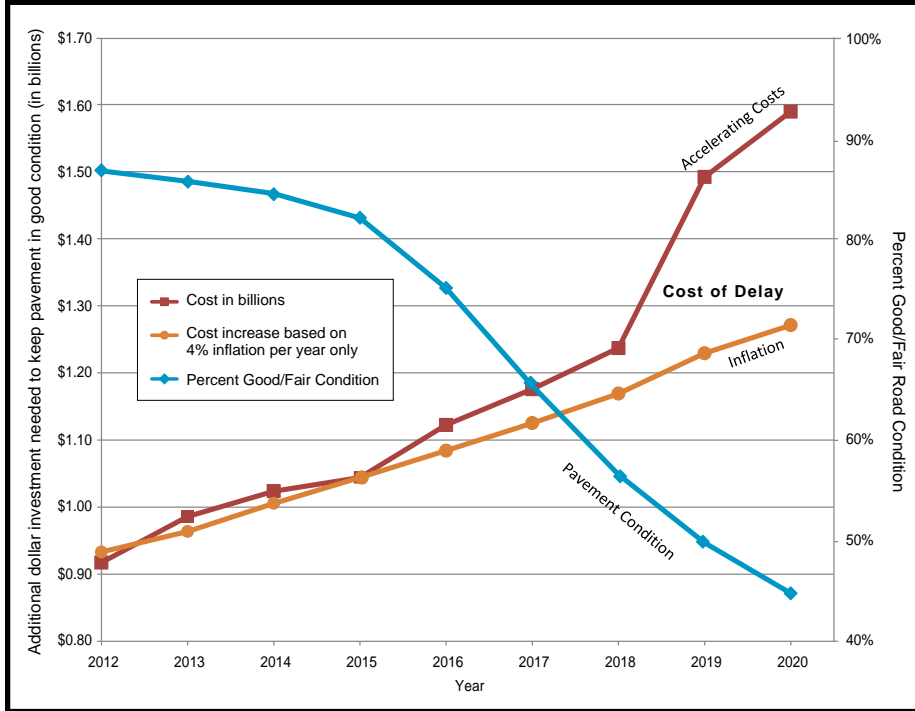
As the rate of deterioration increases in the coming years, so does the rate of cost increases associated with necessary pavement repairs. The graph on the next page shows the rise in the average annual investment needed to meet pavement condition goals. It estimates the portion of increased cost due to inflation, as well as the portion due to continued decline in pavement condition. Pavement condition continues to decline due to insufficient funding to keep good/fair pavement in a state of good repair, resulting in the use of

MDOT STATE TRUNKLINE PAVEMENT CONDITION FORECAST

Current Investment vs. Investment Needed to Maintain Pavement Condition Goals



TRUNKLINE PAVEMENT CONDITION VS. FUNDING NEED



lower-cost repairs and preventive maintenance fixes. Soon, only the higher-cost replacement projects will be an option.

Michigan is facing a critical decision, similar to a homeowner with a balloon mortgage. While the interest rate may have been modest at first, in time it will increase significantly. The problem can either be resolved now or delayed - resulting in paying far more later.

Each year that funding these pavement improvements has been delayed has equated to approximately \$60 million in additional costs per year (prior to 2013) due to inflation and pavement deterioration (see graphic above). However, as costs and deterioration rates increase, those costs double to an additional \$120 million per year.

tions along 9.6 miles. Construction of the Silver Line cost approximately \$40 million, with the state providing 20 percent, or approximately \$8 million. Operating costs will be about \$2.2 million annually and will be covered with fares, a millage and state operating assistance. A local millage increase was approved by voters to support the operation of this project. The Rapid received a special federal grant that the CTF was able to match only because of a 2002 bond issue.

Detroit - Detroit Department of Transportation's (DDOT) efforts to get its bus fleet in a state of good repair (SGR) resulted in successfully bringing 25 percent of a nationwide FTA grant program back to Michigan for replacement buses at DDOT. There are insufficient funds in the CTF to provide the entire required match. General Funds appropriated for rail and transit use in FY 2015 will be used for the majority of the match. The competitive grant FTA will award DDOT in FY 2015 is illustrative of the special grant opportunities that will become available throughout this Five-Year Transportation Program, and in particular with MAP-21's focus on SGR.

Transit/Rail

The public is asking for increased local transit services to help improve their quality of life. There are efforts under way at the local level to expand and enhance local transit options in anticipation of federal and local investment. MDOT is supporting these efforts as much as possible with staff resources, planning funds, Act 51-required match, and local bus operating assistance. However, the first priority is to continue the current transit services, which leaves very little CTF available for expansion projects.

Special circumstances have allowed MDOT to support some new projects, such as:

Grand Rapids - The Rapid's Silver Line BRT: The Rapid's Silver Line connects Grand Rapids, Kentwood and Wyoming and mainly services the Division Avenue corridor with 33 stations

In the absence of increased CTF revenues (or annual General Fund appropriations), MDOT will not be able to bring these funds back to Michigan as in FY 2015.

The RTA - Established the institutional capacity to plan and deliver effective regional transit services in southeast Michigan. MDOT provided temporary staff, as well as administrative funds, but the CTF could only cover a portion of the funds needed to administer the RTA. To fill the gap, the Legislature appropriated general funds to cover the rest of the start-up needs. As these are one-time funds, the RTA still needs a long-term funding solution.

However, there are several important projects in differing stages of development that either have received federal planning or construction funds and anticipate local funding that MDOT will not be able to financially support unless state funding increases:

Under Construction

Detroit – M-1 Rail Streetcar: This project is an unprecedented public-private partnership, funded by \$110 million from private philanthropic investments, \$10 million from MDOT, and \$25 million in FTA funds. Costs are estimated at \$135 million-\$145 million. MDOT's investment in M-1 Rail includes technical assistance and coordinating design and engineering with the department's reconstruction of M-1 (Woodward Avenue) from Chandler Street to Sibley Street in 2014. Streetcar operations are expected to begin in early 2016. Currently, there are no CTF funds available to support operational costs.

National Environmental Policy Act (NEPA) Phase

Lansing - The Capital Area Transportation Authority (CATA) proposes to build an 8.5-mile BRT line from the State Capitol in downtown Lansing, linking Michigan State University (MSU) and downtown East Lansing to the Meridian Mall in Meridian Township. The project would replace CATA's highest ridership line and would include 28 stations, park and ride spaces, off-board fare collection, transit signal priority, and the procurement of 17 new articulated buses. The projected capital costs for the project are \$215 million, and the annual forecast for operating costs is \$8.7 million. The FTA provided CATA with approval to proceed with the NEPA phase for this project.

Alternative Analysis (AA) Phase

The FTA funded the following AA projects, which is a precursor to receiving FTA construction funds.

- **Grand Rapids – The Rapid's Laker Line:** The purpose of the Laker Line Study is to identify and implement the transit enhancement strategy that will improve connectivity between downtown Grand Rapids and Grand Valley State University.
- **RTA – Woodward Avenue:** The purpose of the study is to examine various options to improve and enhance public transit along the Woodward Avenue corridor from the Detroit riverfront to the city of Pontiac.
- **Ann Arbor – The Connector:** The purpose of the study is to examine various options to improve and enhance public transit from northeast of Ann Arbor to south of Ann Arbor, connecting the campuses of the University of Michigan, downtown, the medical center, the train station, and commercial areas.
- **RTA – Michigan Avenue, Gratiot Avenue and M-59:** Michigan Avenue and Gratiot Avenue will begin AA in late 2014 or early 2015. The start date for M-59 has not been determined.

The CTF's inability to respond to local financial support of operating cost increases is best demonstrated by recent events at the Suburban Mobility Authority for Regional Transportation (SMART). In order to maintain service, residents passed an increase of nearly double the current millage rate to cover the increased cost of providing service. Local Bus Operating (LBO) assistance is a line item within the CTF that is distributed by formula to reimburse a percentage of operating expenses. Because the voters in SMART's service area agreed to increase the level of local investment in transit, their share of LBO assistance will increase. However, without an increase in the CTF available for the LBO program, this assistance must come at the expense of other transit agencies.

FIVE-YEAR TRANSPORTATION PROGRAM PROCESS

The Five-Year Transportation Program is an essential part of the governor's plan for economic growth for Michigan, and includes planned investments for highways, bridges, public transit, rail, aviation, marine, and nonmotorized transportation. Investments in all of these transportation modes provide important jobs to the Michigan economy, accessibility to urban and rural development, improved safety and efficiency of the transportation network, and enhanced quality of life for Michigan citizens.

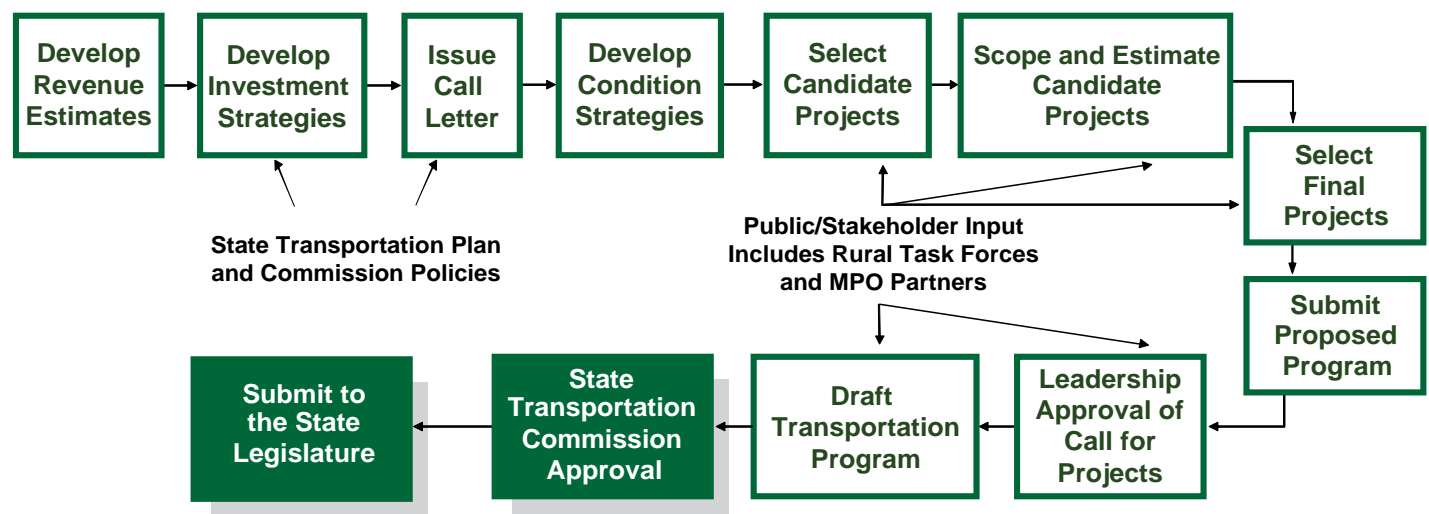
The highway portion is a rolling program; each year, the first year is implemented, a new fifth year is added, and program/project adjustments are made to the other years. This document only pertains to that portion of the programs that MDOT delivers. It does not account for programs delivered locally with state and federal funds that are directly controlled by local agencies, such as transit agencies or county road commissions.

The Highway Program development process is a yearlong, multi-stage process as shown in the following flowchart.

MDOT strives to continually involve the public and stakeholders in development of its programs and projects. The Five-Year Transportation Program process is an important opportunity to implement the vision that citizens and businesses have for Michigan. Transportation projects are often many years in the making, so it is important to engage stake-

holders early so that public participation can help shape mutually desired outcomes. The Five-Year Transportation Program creates a continuous, interactive dialogue with the users of the state transportation system to anchor MDOT's project development and delivery systems. MDOT's seven region offices, 22 Transportation Service Centers (TSCs) and statewide planning staff work throughout the year to share project lists with local agencies, stakeholders and the public. Information is presented at rural elected officials' meetings, TSC transportation summits, Rural Task Force meetings, and meetings with legislators. In addition to formal presentations, MDOT staff members informally discuss individual projects within the plan with economic development and tourism agencies, rural planning agencies, metropolitan planning organizations (MPOs), road commissions, local officials, tribal governments, businesses, local nonprofit groups and the general public.

Public participation in MDOT's Five-Year Transportation Program feeds into the State Transportation Improvement Program (STIP). The Five-Year Transportation Program serves as an opportunity for the public to be notified and provide local input to the upcoming STIP. The road and bridge projects proposed in the Five-Year Transportation Program are incorporated into MDOT's STIP. Michigan is required to complete this planning process to receive federal transportation funding.



Public Involvement

MDOT strives to continually involve the public and stakeholders in the development of its programs and projects. The Five-Year Transportation Program process is an important opportunity to implement the vision that citizens and businesses have for Michigan. Transportation projects are often many years in the making, so it is important to engage stakeholders early so that public participation can help shape mutually desired outcomes. The Five-Year Transportation Program creates a continuous, interactive dialogue with the users of the state transportation system to anchor MDOT's project development and delivery systems. MDOT's seven region offices, 22 Transportation Service Centers (TSC) and statewide planning staff work throughout the year to share project lists with local agencies, stakeholders and the public. Information is presented at rural elected officials meetings, TSC meetings, Rural Task Force meetings, and meetings with legislators. In addition to formal presentations, MDOT staff members informally discuss individual projects within the plan with economic development and tourism agencies, rural planning agencies, metropolitan planning organizations, road commissions, local officials, tribal governments, businesses, local nonprofit groups and the general public.

Public participation in MDOT's Five-Year Transportation Program feeds into the biennial State Transportation Improvement Program (STIP). The Five-Year Transportation Program also serves as an opportunity for the public to be notified and provide local input to the upcoming STIP. The road and bridge projects proposed in years one through four of the Five-Year Program are incorporated into MDOT's STIP. Michigan is required to complete this planning process to receive federal transportation funding. MDOT will work with urban Metropolitan Planning Organizations (MPOs), rural transportation agencies and the public over the next several months to arrive at a list of projects to guide investment decisions.

The public review and comment period for the Preliminary Draft of the MDOT 2015-2019 Five-Year Transportation Program was Dec. 5, 2014, through Jan. 5, 2015. On Dec. 5, MDOT placed the document on the MDOT website and issued a news release and e-mail notification to invite comments. The e-mail notice went to state transportation advocacy groups, regional planning agencies, Rural Task Force members and other interested groups. Also available on the MDOT website was an interactive state map feature, which encouraged users to view the Five-Year Transportation Program

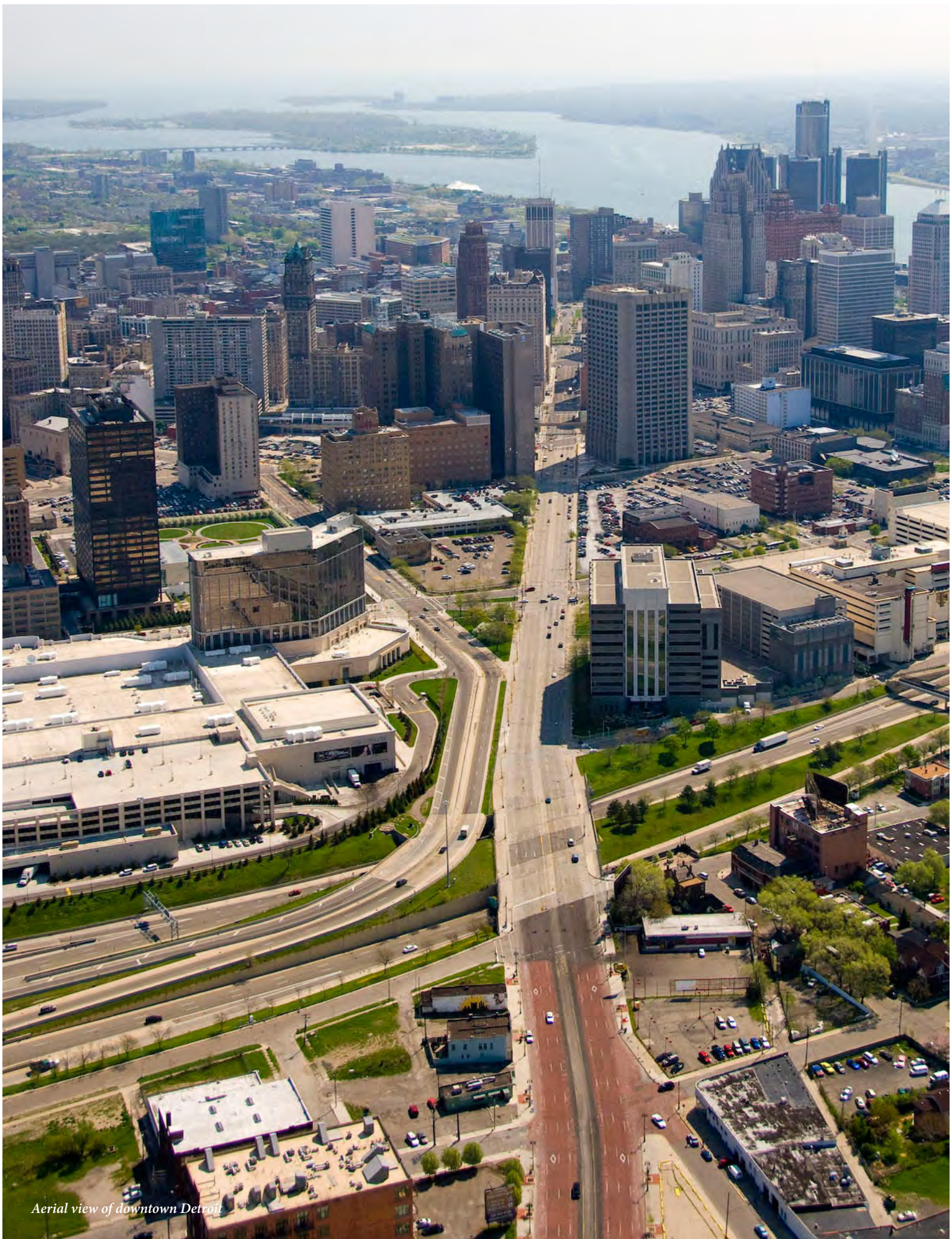
project list geographically and quickly locate projects by year. The interactive state map website containing the document and the interactive maps received more than 2,700 visits, and the document was downloaded 780 times within the comment period.

MDOT received a total of 20 submitted public comments on the draft program:

- Five comments were directed at poor road conditions and the need for improvement at a variety of trunkline locations.
- Three comments specifically mentioned the poor conditions on ramps and/or poor ramp alignments.
- Two comments suggested that programmed projects in 2017 and 2019 needed to be moved up to current year due to their poor ride quality.
- Two comments suggested the need for funding for ferry service in Chippewa County.
- One comment complained about the complete shutdown of freeways for reconstruction, specifically I-96 in Livonia, being detrimental to the business community and commuters.
- One comment suggested MDOT should advocate more on behalf of commuters through upgrading US-23, the Barton Road interchange, and completing US-127 and US-31 in Berrien County.
- One comment discussed the possibility of using sand instead of salt for winter road treatments.
- One comment focused on possible improvements for the online interactive map of projects.
- One comment asked for more emphasis on MDOT efficiencies.
- One comment suggested the need for a new interchange.
- One comment was focused on gas prices and the "Reality Check" series.
- One comment mentioned a local road network suggestion.

Information and comments received were directed to appropriate MDOT project areas or MDOT region planners. Response letters to individuals were generated to address their area of concern or recognize a comment. Local road comments were forwarded to the appropriate local offices.

MDOT appreciates receiving feedback and looks forward to providing more avenues for public involvement through MDOT's website and social media outlets.



Aerial view of downtown Detroit

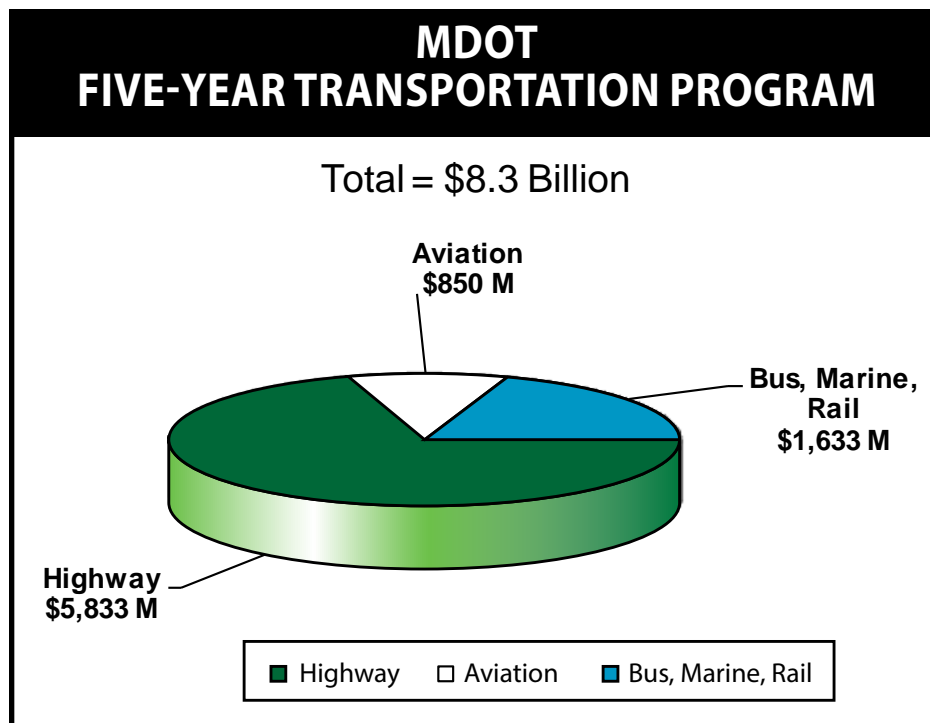
REVENUE ASSUMPTIONS AND INVESTMENT STRATEGIES OVERVIEW

Enhancing economic development by preserving and maintaining a safe transportation system remains MDOT's highest priority. This Five-Year Transportation Program invests nearly \$8.3 billion in MDOT's transportation system. This includes investments in the Highway, Aviation, Bus, Rail, and Marine programs. A total of \$5.8 billion (including routine maintenance) will be invested in the 2015-2019 Highway Program. Over these five years, \$850 million will be invested in the Aviation Program and \$1.6 billion will be invested in Bus, Rail, and Marine/Port programs (see the following pie chart).

The Highway Program focuses on system preservation through the repair and maintenance of Michigan's roads and bridges. The majority of the Multi-Modal Program concentrates on system preservation as well. Investments in Michigan's transportation system focus on a comprehensive safety program and increased emphasis on mobility and expanded work zone safety efforts. The Five-Year Transportation Program documents that MDOT's investments in the state transportation system directly benefit Michigan citizens by providing them with expanded options, mobility, and access.



M-1 (Woodward Avenue) in Detroit, in poor condition



Highway Program Revenue Assumptions

MAP-21, as mentioned earlier in this document, is the federal authorization for federal highway funding. This legislation expired in September 2014, but was extended through May 2015. The FY 2015-2019 federal-aid revenue estimate is based on MAP-21 estimates of federal funding available for Michigan. Federal funding is assumed to remain flat for FY 2015-2016 and then increase at a 2.5 percent rate in FY 2017-2019. It is projected that \$3.9 billion in federal funding will be made available to the Highway Program for this Five-Year Transportation Program.

Public Act 51 of 1951 (Act 51) mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 in regard to federal highway aid is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid-eligible local roads. The remainder is to be used by MDOT. The funds collected from state fuel tax and vehicle registration revenues are deposited into the Michigan Transportation Fund (MTF), the distribution fund for transportation revenues. MDOT receives approximately 39 percent of this fund (known as the State Trunkline Fund, or STF), county road commissions receive 39 percent, and cities receive about 22 percent.

The state revenue estimate is based on MDOT's share of the MTF, as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future state revenue is forecast using a long-range forecasting model managed by MDOT's Statewide Transportation Planning Division. It is estimated that \$2.4 billion in state revenue will be available for MDOT's Highway Program. This includes \$127 million in one-time General Fund redirection to the STF in FY 2015 in order to match all available federal aid. It also includes \$46.5 million, which also is a portion of a one-time redirection from the General Fund. This five-year program assumes that state revenues in 2016 through 2020 become available to match federal aid.

Highway Program Investment Strategy

The STC establishes policies, goals, and objectives that provide the basis for highway funding allocation decisions. MDOT developed an investment strategy process to accomplish the effective use of financial resources on the state trunkline Highway Program. The process allocates an investment amount to various program categories (bridge, road, safety, etc.) annually, based on program improvement strategy, goals, and statewide priorities. It sets the level of funding to achieve highway improvement priorities and provides a tool to constrain the overall statewide program against available revenues.

MDOT adopted a pavement preservation formula that allocates funding to its seven regions. The formula weighs four overall factors: pavement condition, eligible lane miles for pavement reconstruction and repair work, usage (average daily traffic volumes), and regional cost. These factors form the basis for how pavement preservation funds are distributed to each region. The formula is updated annually with current pavement condition, traffic, cost, and eligible lane miles.

Bridge funding is distributed to MDOT regions using the bridge preservation allocation formula. It uses the deck area of bridges in each National Bridge Inventory condition to allocate funds to each MDOT region. Funding is split into investment targets for replacement, repair, and preventive maintenance work.

The following table provides the Highway Program investments strategy for FY 2015-2019, assuming funds are available to match federal aid.

REVENUE ASSUMPTIONS AND INVESTMENT STRATEGIES

Highway Investment Program FY 2015-2019 (in millions)		
	FY 2015-2019 Annual Average	Five-Year Total
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Repair and Reconstruction	\$260	\$1,300
Capital Preventive Maintenance	\$93	\$464
Operations	\$22	\$109
Freeway Lighting	\$8	\$39
Trunkline Modernization	\$120	\$598
TOTAL - Repair and Rebuild Roads	\$503	\$2,510
REPAIR AND REBUILD BRIDGES		
Repair and Reconstruction	\$95	\$475
Capital and Scheduled Preventive Maintenance	\$27	\$137
Big Bridges	\$30	\$157
Special Needs	\$6	\$30
Blue Water Bridge-Appropriated Capital Outlay Projects	\$10	\$51
TOTAL - Bridges	\$168	\$850
State Road and Bridges Program	NA	\$47
Routine Maintenance	\$314	\$1,568
TOTAL REPAIR AND REBUILD ROADS AND BRIDGES	\$985	\$4,976
CAPACITY IMPROVEMENT	\$4	\$15
SAFETY AND SYSTEM OPERATIONS	\$120	\$598
TRANSPORTATION ALTERNATIVES	\$15	\$62
ROADSIDE FACILITIES	\$3	\$14
WORKFORCE DEVELOPMENT	\$7	\$35
NON-FEDERALLY FUNDED PROGRAMS	\$27	\$133
TOTAL - Five-Year Trunkline Program	\$1,171	\$5,833

The FY 2015-2019 Five-Year Transportation Program estimates that investments for the Highway Program total approximately \$5.8 billion. This total reflects investments for pre-construction (scoping, design, environmental clearance and right-of-way acquisition) and construction activities. This Highway Program investment will provide Michigan travelers with approximately 120 miles of improved roads per year over the next five years, and repairs to 108 bridges per year. MDOT also will manage its road system by extending the life of approximately 1,000 miles of pavement each year through the CPM Program. Trunkline modernization includes design and construction for the I-75 corridor in Oakland County, and design and construction for the I-94 corridor in Detroit. This document includes a project listing by region for additional projects in major work categories. These projects also can be viewed on a state map and regional maps on the MDOT website at <http://mdotnetpublic.state.mi.us/fyp/>.

The following graph illustrates the annual Highway Program investments by program categories over the five-year time frame. The annual investments range from a high of \$1.22 billion in FY 2016 to a low of \$1.1 billion in FY 2017.

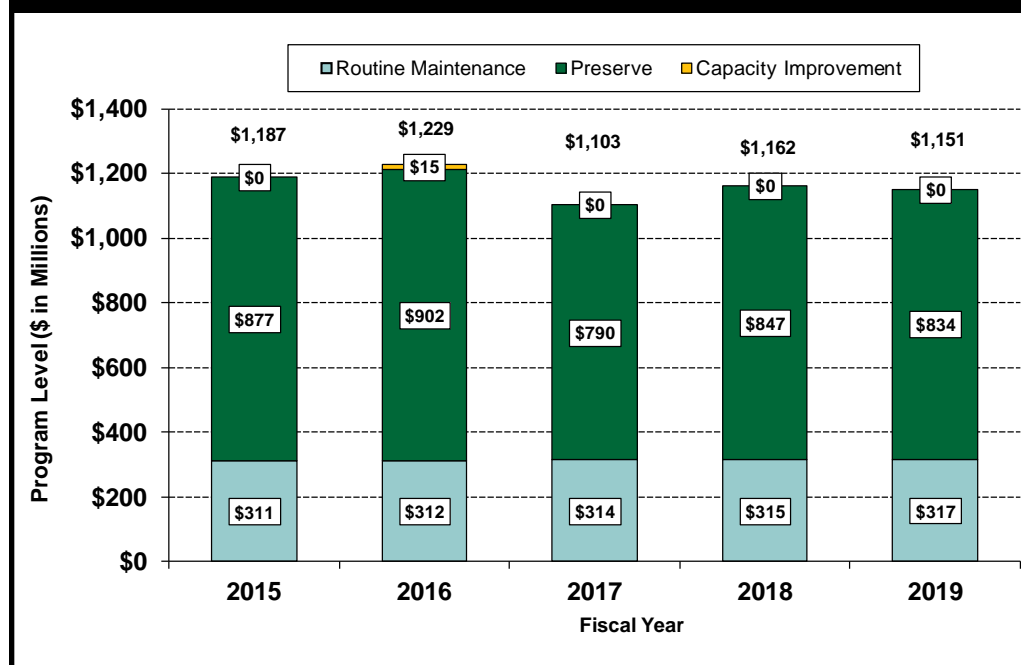
Multi-Modal Programs

MDOT's FY 2015-2019 Multi-Modal Program includes two main areas: public transportation and aviation. Public transportation programs are administered by two offices. The Office of Passenger Transportation (OPT) administers the Bus and Marine programs while the Office of Rail administers the Rail and Port Programs. The Office of Aeronautics administers the Aviation Program. These offices provide capital and operating assistance, technical support, and safety oversight.

The Multi-Modal Program focuses largely on continued safe and secure operation of the existing transportation system through routine maintenance, capital replacement/repair, and preservation of existing service levels. MDOT's approach to the Multi-Modal Program differs significantly from the Highway Program for two main reasons. First, the majority of the infrastructure is owned, managed, and operated by entities other than MDOT. Secondly, state and federal funding that MDOT programs for these modes is only a portion of the total investments made.

The multi-modal portion of the five-year program contains overview information where the modes or programs have similar conditions, and mode-specific information when appropriate due to unique considerations or funding issues.

HIGHWAY PROGRAM INVESTMENT BY PROGRAM CATEGORY FY 2015-2019



Public Transportation Revenue Assumptions (Bus, Rail, Marine, Port)

Public Transportation CTF Revenue Issues

The Public Transportation Program receives most of its state funding through the CTF. Approximately two-thirds of CTF revenues are from the MTF, which is funded by the state motor fuel tax and vehicle registration fees. Therefore, revenue declines that affect the MTF also are felt by the CTF. The CTF also receives revenues from auto-related sales tax revenue, which varies from year to year. Neither the distribution of the MTF to the CTF nor sales taxes to the CTF are constitutionally protected. Appropriation levels vary from year to year.

For CTF revenues, this five-year program is based on the FY 2015 CTF appropriation in Public Act 252 of 2014, and the Michigan Department of Treasury's May 2014 CTF revenue estimate for FY 2016. Based on current FY 2016 revenue estimates, CTF funding available for appropriation in FY 2016 is \$11.6 million below the CTF appropriated in FY 2015. The amount available for programming can include the fund balance from prior years. In FY 2015, there was a one-time allocation of \$11.1 million in general funds; that amount has not been carried forward into the projection for FY 2016 - 2019. This level of funding going forward is neither sufficient to maintain the current level of service for all CTF-funded programs, nor will it match the federal transportation funds the state expects to receive during this five-year period.

Office of Passenger Transportation (OPT) Program Development

In many ways, development of a five-year program for OPT's Bus and Marine programs is not feasible. The programs cover local transit (bus), marine, and intercity bus, and the vast majority of the projects are selected at the local level, not by MDOT. MDOT makes funding decisions at the "program level." For the most part, these programs are either prescribed by Act 51, restricted due to funding levels, or a response to federal funds awarded to MDOT or local agencies each year. There is very little opportunity for the programming of funds once statutory obligations are met.



The CTF supports the Bus, Marine, Rail and Port programs, placing a high degree of financial pressure on this funding source. Decisions on how to make use of the discretionary funds to support each of these modes are made on an annual basis in reaction to the most pressing need. Because of the funding pressures, it is rare that MDOT makes a multi-year funding commitment from the CTF, other than continuation of the annual programs mandated in Act 51. Therefore, what is presented in this document is MDOT's annual program for FY 2015, the estimated funding available for the remaining years of the program, and a description of the factors anticipated to influence both the funding availability and the annual decisions that will be made over the life of this program.

Local Transit Revenue Assumptions

The programs in this category provide funding for operating and capital support, training, and special projects to local bus operators that service the general public. Assistance also is provided to support transportation services focused on the needs of senior citizens and persons with disabilities, and help meet the transportation-to-work needs of low income individuals. A total of 117 transit providers (78 local agencies and 39 specialized services agencies) in all 83 Michigan counties are provided support under these programs.

Federal funds for these programs include formula and special program funds awarded to MDOT and its sub-recipients that are generally rural transit agencies. In the past, these special programs funds were discretionary funds

awarded via congressional earmarks; however, that practice has been replaced by competitive special grant programs through FTA, and on occasion, the FHWA. Although nationwide transit funding levels remain about the same, Michigan's Transit Program could receive substantially less federal funding under MAP-21 due to the uncertainty of being awarded nationally competitive grants. Unless transit systems are able to raise local funds to compensate for declining available federal revenues, the condition of the transit infrastructure will decline.

It is important to note that more than 80 percent of the FTA revenues for local bus systems go directly to transit agencies and are not reflected in MDOT's program. Therefore, when state funds are not available to match federal funds, the full impact is not detailed in this five-year program document. The impact is largely on local programs that are dependent on state revenues to access federal funds. The magnitude and direct link between a shortfall in state revenues and loss of federal funds may not be reflected in this program, but it must be clearly understood that the impacts are significant.

Also part of local transit is the MichiVan Program. MDOT contracts with a private service provider to help organize and sustain vanpools as a commuting alternative. Federal funds for MichiVan come from the FHWA's Congestion Mitigation and Air Quality (CMAQ) Program and are programmed under the Highway Program. A small amount of the CTF also is used each year for MichiVan.



Marine Revenue Assumptions

Under MAP-21, the FHWA Ferryboat Discretionary Program, which in the past supported major capital improvements for Michigan's two rural ferry systems, was replaced with a formula program. While the new FHWA program provides a guaranteed annual allotment to eligible ferry systems in Michigan, the annual funding level for each system is small and inadequate for major capital improvements, such as replacing ferry vessels, expanding terminals or docks, or upgrades. MDOT is working on determining the most effective way to utilize the limited funds to ensure maximum benefit. The federal funds that will come to Michigan under the FHWA program are not shown in the Bus and Marine programs, but are included in the highway portion of this five-year program.

A new FTA ferryboat discretionary program was added under MAP-21; however, the FTA program is aimed at urban systems only and will not meet the needs of Michigan's two rural systems. It is not reflected in this five-year program since there is no way to ascertain if any Michigan system will receive funding under the program.

Intercity Bus Revenue Assumptions

The Intercity Bus Program provides both operating and capital assistance for the intercity network in the state, with a goal to allow residents access to the national transportation network. The Terminal Development Program pays for small projects using only state funds, while the Intercity Services Program is a combination of federal and state funds used for operating expenses and bus purchases in the essential intercity network. Under MAP-21, federal funds should remain at about the same level for the duration of this five-year program. MDOT anticipates state funds to be adequate to support the continuation of the current level of service.

Office of Rail Program Development

Like OPT, the Office of Rail cannot develop a comprehensive five-year program. Much of the Office of Rail's ongoing expenditures will be for operating support, which is calculated annually. Projects funded under most other Office of Rail programs are developed annually as well; many are application-based. Therefore, the Office of Rail scales its efforts to fit available funding. This five-year program details projects that have been funded by prior federal grants and programs, assuming funding will permit continuation to some degree.

Rail Revenue Assumptions

MDOT's rail programs are funded by dedicated federal aid and MTF and CTF dollars. Dedicated federal aid and MTF money support motorist safety at railroad crossings on local roads. CTF revenue supports the other freight and passenger rail activities.

MDOT will continue to compete for federal funding to assist with rail capital enhancements if/when it is made available. Federal funding generally requires 20 percent matching funds at a minimum. If state revenues are not sufficient to meet the match requirements, these opportunities would be lost.

NOTE: STF dollars and corresponding dedicated federal funds support a trunkline crossing program that also is invested as a part of the Rail Program, but those funds are accounted for as a part of the Highway Program.

Port Revenue Assumptions

The pass-through assistance provided to the Detroit-Wayne County Port Authority is expected to continue at FY 2015 levels over the next five years. FY 2015-appropriated revenue for ports is nearly \$470,000.

Aviation Revenue Assumptions

In FY 2015, federal funding for the AIP is expected to remain at present levels. That authorization provides for \$3.35 billion in federal funds through FY 2015 for the airport capital improvement program nationwide. AIP funding is expected to be approximately \$91.98 million in 2015, and it is likely similar levels will continue for the next five years either through Continuing Resolutions (CRs) or with a new authorization bill.

Michigan's aviation fuel excise tax is the primary funding source for the State Aeronautics Fund (SAF). Over the last decade, aviation fuel tax revenues have continued to significantly decline. Revenues from aviation fuel have decreased from \$8.62 million in 2000 to \$5.61 million in 2013, and are continuing to fall. When adjusted for inflation, the projected aviation fuel tax revenues are less than half of those available in FY 1998.

Other sources of revenue include aircraft registration, airport licensing, tall structures permits, and aircraft dealer licensing. Additional revenue for FY 2015 includes a one-time \$2 million allocation from the General Fund to match

federal aid. MDOT anticipates continued budget challenges for its Aeronautics Program in the five-year period due primarily to the uncertainty of state revenues.

Since 2009, certain statewide programs funded directly from SAF were suspended or reduced. Those programs include statewide pavement maintenance, statewide paint marking, all weather access, and the Air Service Program. In the case of the pavement maintenance, paint marking, and all weather programs, these projects are now done on the same cost basis as the Airport Capital Improvement Plan (ACIP). The Air Service Program that supports the governor's dashboard is funded in FY 2015 at \$300,000 but is anticipated to be eliminated if additional revenues are not identified.

In summary, the aviation program revenue assumptions are:

- Federal Revenues
 - Uncertain through 2018 but estimated at present levels
 - Continued formula apportionments, congressional earmarks, and discretionary grants
 - In partnership with locals competing for federal discretionary funds
- State Revenues
 - Committed to match all available federal funding
 - Excise fuel tax revenue in decline
 - Increase in bond debt service



Public Transportation Investment Strategy

MDOT's Public Transportation Program includes local transit, intercity bus, marine passenger, the MichiVan vanpool program, port, freight rail, and passenger rail. The program provides for some combination of capital and operating assistance, technical support, safety oversight, and compliance monitoring for each of the modes. This Five-Year Transportation Program represents the continuation of a program that has been steadily reduced over a number of years. These reductions are most notable in capital investment and state share of total operating cost.

The total Public Transportation Program (federal, state and local funds) for FY 2015 is \$335.41 million, while the anticipated FY 2016 program will be \$324.31 million due to the one-time General Fund allocation in FY 2015. Based on the FY 2015 program with a four-year continuation of the FY 2016 program, the five-year program would be approximately \$1.6 billion. The investment of CTF revenues in the public transportation system is determined by the detailed requirements currently set forth in Act 51, as well as the annual appropriations process. Act 51 requires the majority of CTF revenues to be used for local transit. Based on the current structure of Act 51 and current revenue stream, the investments called for in this five-year program are focused heavily on the preservation of the existing passenger transportation system. However, preservation is not possible without additional funds.

Local Transit Investment Strategy

State funds are combined with federal and local dollars, including farebox revenue and local millages, to support the operation and maintenance of the local transit network. The state's annual investment strategy for the local transit program is largely determined by detailed requirements set forth in Act 51 of 1951 for annual distribution/use of CTF revenues and the eligible uses of federal formula apportionments or competitive grant awards. The budgeted funds for FY 2015 are sufficient for continuation and providing match for anticipated federal formula funds; however, the appropriated General Funds will need to be used to match any special grants received by MDOT or transit agencies. Without continued General Fund support or increased CTF, the estimated CTF funds are not sufficient to maintain the current level of support for the local transit programs. Unless replacement funding is found, there will likely be federal funds left on the table over the course of the

five-year program, which will likely result in a reduced level of transit services to the public and a further deterioration of the infrastructure (e.g., buses will not be replaced, facilities will not be repaired).

The MichiVan Program will be maintained with state, federal, and local funds. Demand for new vanpools increases as fuel prices go up. Due to an increase in federal CMAQ funds, there is potential to expand the program.

MDOT's local transit investments will focus on:

- Preservation of existing services in all 83 counties via operating assistance to local transit, intercity bus, and public marine service providers.
- Preservation and maintenance of the existing infrastructure (largely locally owned) via state investment and match to federal funds for routine vehicle replacement.
- Support of local capital strategies established by individual transit agencies via matching federal capital grants for infrastructure replacement and repairs, and in very limited situations, some very minor capacity expansion.

Unfortunately, based on this model, there is no funding anticipated in the program for urban growth with projects such as M-1 Rail, CATA's Michigan Avenue/Grand River Avenue BRT, Ann Arbor-to-Detroit regional rail, the Washtenaw and Livingston Line (WALLY), or expanded transit in the new RTA in the southeast Michigan service area. Furthermore, the cost to operate these projects, if they are implemented, will further deteriorate the operating support available for all transit services.

Intercity Bus Investment Strategy

MDOT will continue to use state and federal funds to contract with intercity bus carriers to provide route service that would not otherwise exist; i.e., service that would not be provided by the carrier absent a state subsidy. MDOT also will use state and/or federal funds to enhance the intercity passenger infrastructure. The Terminal Development Program is used to maintain intermodal/intercity terminals and infrastructure so the public can safely and conveniently access intercity services. There are no major construction projects planned in the next five years, so a minimal amount of funding has been requested to maintain the current

facilities and pathfinder signs. If a carrier or community requests a new facility in the future, MDOT will assess the need and benefit to the state to determine if funding will be allocated to the project. Both state and federal funds may be allocated for a new construction project, but generally the federal funds received under the Section 5311f Program are used to maintain the service on the essential state network via operating grants and bus replacement.

Every three years, MDOT bids out the five routes in northern Michigan that private carriers have abandoned due to lack of profitability. Based on MAP-21 and anticipated CTF funding levels, the current level of service will be maintained for the life of this five-year program. This service includes a partnership with the Wisconsin Department of Transportation to co-fund two routes that benefit both states and provide meaningful connections to the national network. Vehicles used on these routes and routes in the southern portion of the state deemed essential to national connectivity also are funded with a combination of state and federal funds. The number of vehicles provided was recently reduced based on the level of service being provided.

The Intercity Program also includes regulating the commercial business activities of both intercity bus and limousine services. These activities are funded through the department's operating budget and fee collections.

Marine Passenger Investment Strategy

The two state-subsidized marine passenger systems will continue to receive operating assistance under the Local Bus Operating Assistance Program in Act 51 to preserve the service they provide. Any state marine capital funds available over the life of this program will be used for routine infrastructure maintenance and improvements to ensure the integrity of the system. As with the other passenger programs, the funding for the Marine Passenger Program is not keeping up with inflation, which makes it difficult to preserve the system and impossible to meet increased demand. MDOT has not established any performance metrics for marine passenger infrastructure. However, with changes in how federal funds are distributed under MAP-21, deterioration of the locally owned infrastructure over the life of this five-year program is possible.

Rail

MDOT's rail investments will utilize state and federal funds to preserve and enhance Michigan's freight and passenger rail systems, ensure railroad crossing safety and promote economic development.

The bulk of the state and federal funds will be invested to preserve and enhance intercity passenger rail services in Michigan. This five-year program will use existing funding to continue to enhance state-owned track to accommodate speeds up to 110 mph between Kalamazoo and Dearborn. In addition, MDOT will construct a new connection track at the West Detroit junction for intercity passenger rail services, eliminating existing conflicts with passenger/freight congestion. Several station projects also will be undertaken, including completing work at Troy/Birmingham, Grand Rapids, Dearborn and East Lansing, and planning projects at Ann Arbor and Detroit.

MDOT will replace existing intercity passenger train equipment on all three Michigan services through a federal grant. Michigan is participating in a joint procurement, led by the Illinois Department of Transportation, to obtain \$268 million in next generation train equipment for the Midwest. The new equipment is expected to be delivered from FY 2016 through FY 2017.

State and federal dollars also will be invested in state-owned line preservation, freight economic development loans, rail infrastructure loans, and safety enhancements at railroad crossings. Specific projects will be identified annually based on available funding, but generally will include:

- Preservation of freight service on 665 miles of state-owned track through capital rehabilitation that supports economic development.
- Low-interest loans through the Freight Economic Development Program to assist new or expanding businesses with access to the rail system.
- No-interest loans to railroads for maintenance or repair projects that preserve track infrastructure.
- Crossing safety projects to reduce motorist risk at railroad crossings, including warning device enhancement and crossing elimination projects. Projects on the state trunkline system are accounted for under the Highway Program.

Through the Highway Program, MDOT also plans to invest \$10 million in the Continental Rail Gateway. The project is expected to begin construction in FY 2015. This public-private partnership will replace the existing rail tunnel between Detroit and Windsor with a higher-clearance tunnel to accommodate today's largest rail cars.

MDOT also will continue to plan and support other passenger rail projects, including leading the multi-state effort to develop a Corridor Investment Plan for the Chicago-Detroit/Pontiac High Speed Rail Corridor and providing assistance to commuter and light rail in southeast Michigan.

Beyond federal funding programs, MDOT has very little ability to fund additional rail capital improvements in FY 2015-2019. In addition, it is uncertain if MDOT's revenues will be able to maintain an operating contract for intercity passenger rail services over the next five years. The PRIIA-related requirement that shifted operating costs of the Wolverine Service (Pontiac/Detroit-Chicago) to MDOT in FY 2014 puts the service of this line at risk, as well as the service of the Blue Water (Port Huron-Chicago) and Pere Marquette (Grand Rapids-Chicago) lines. These routes serve 22 station communities, connecting Michigan to Amtrak's national rail network.

Port

For each of the next five years, MDOT anticipates providing \$468,200 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist with operating costs and marketing activities.

Aviation Investments

AIP (Capital Outlay and Maintenance Program)

The AIP provides funding for approximately 236 public use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 94 receive federal entitlement funding as part of the National Plan of Integrated Airport Systems. As the majority of Michigan's public use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airports themselves, not MDOT. However, projects are ranked according to a priority system and encouraged to provide not only benefit to the airport but the system as well.

In addition, MDOT can and does provide supplemental funding for projects and makes the decision on which projects receive these funds through the state block grant program. The Federal Aviation Administration (FAA) also provides supplemental funding for projects at airports they select. All project funding decisions using supplemental dollars are selected on the basis of the Michigan Airport System Plan (MASP) as approved by the Michigan Aeronautics Commission or published FAA priorities, as appropriate.

Priorities are a significant part of the funding decisions that support the organizational mission and represent the overall vision driving the airport infrastructure investment strategy. While constrained, these include:

- Address MASP goals (asset management) by reducing system and facility deficiencies.
- Preservation of critical infrastructure, particularly pavements, navigational aids and airspace.
- Maximize federal funds and leverage state, local and private funding.
- Support job growth and economic development through projects related to freight/logistics, aircraft maintenance and other emerging opportunities.

To the extent possible over the next five years, efforts will continue to focus on integration with other modes of transportation, addressing environmental issues, public awareness/outreach, and education.

In 2014, the ACIP showed a gap between the needs identified by airports and anticipated funding of approximately \$60 million per year, or \$300 million over five years. Today, only one year later, that gap is nearly \$80 million annually, or \$400 million over the five-year period. This growing shortfall is due to the increased cost of delaying and phasing projects versus being able to accomplish them in a single effort. This difference can be narrowed somewhat by discretionary funding, which is distributed by FAA on a regional basis among various states. Michigan has competed well for these funds and, given the identified needs, will continue to aggressively pursue these opportunities. Additional state and other funding options will continue to be explored to impact the shortfall.

MDOT's Multi-Modal Investment Strategy		
(Subject to appropriation of state, federal and local funds)		
	Annual Average	Five-Year Total
AVIATION		
Airport Improvement Program (AIP)	\$170 million	\$850 million
PUBLIC TRANSPORTATION PROGRAM		
(Local Transit, Intercity Bus, Passenger Rail, Rail Freight, and Ports)**		\$1.6 billion
TOTAL		\$2.5 billion

**Includes comprehensive program of needed investments for primary airports and general aviation airports as identified in the MDOT ACIP.*

***Includes federal, local and sub-fund expenditure authority, which is often overstated to account for potential revenue.*



M-14 road maintenance in Washtenaw County

STATE TRUNKLINE PERFORMANCE MEASUREMENT AND SYSTEM CONDITION

MDOT Performance Measurement

Maintaining and growing Michigan's economy depends on the preservation, modernization, and efficient operation of its transportation system. To achieve the goals that have been set forth, it is necessary to benchmark and monitor the performance of the system. As a part of MAP-21, a national system for measuring performance is focusing on addressing national goals in many areas, including safety, infrastructure condition, congestion, and system reliability. A performance-driven approach to investment decisions represents a significant shift in the focus of the federal program. MAP-21 will likely lead to additional measures linked to federal funding.

MDOT formalized its approach to improving, measuring, and reporting the condition of its transportation networks with the STC's 1997 adoption of pavement condition goals. Since then, MDOT has developed performance measures to reflect a broader range of the transportation system. The following sections reflect a representative sample of the performance measures that MDOT is using to track the highway, aviation, and passenger transportation modes of travel. A broader suite of measures can be found online at www.michigan.gov/mdotperformance, including the document *Driven by Excellence: A Report on Transportation Performance Measurement at MDOT*.

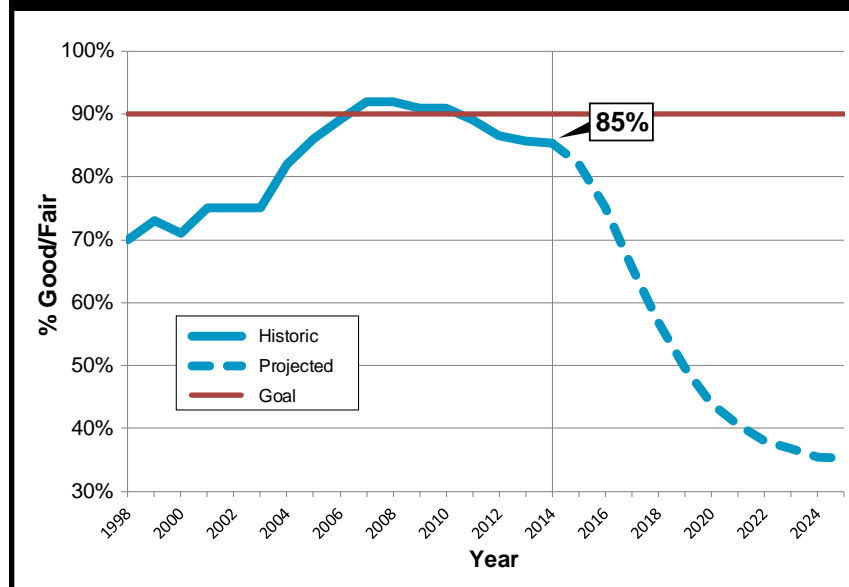
Highway Pavement Condition Goal

Highway Program information in this document only pertains to the state trunkline routes that MDOT has jurisdiction over - I, M, and US routes - which carry 51 percent of passenger traffic and 64 percent of commercial traffic in the state. These routes are important trade routes, business corridors, and keys to economic development.

As discussed earlier in this document, MDOT's pavement condition peaked in 2008. However, funding is not keeping pace with system deterioration and needs. Projections reveal 50 percent of the trunkline system, Michigan's most traveled roads, will be in poor condition by 2018 at the current funding level.

MDOT continues to make program development and project selection decisions based on the pavement's Remaining Service Life (RSL), a measure of the pavement's overall health. It is defined as the estimated remaining time in years until a pavement's most cost-effective treatment requires either reconstruction or major repair. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category. MDOT uses an asset management approach of short, medium, and long-term improvements to maintain overall pavement health. Once pavements deteriorate into the "poor" category, it is more costly to bring them back into "good" condition.

MDOT HISTORIC AND PROJECTED RSL PAVEMENT CONDITION



The graph on the left shows the state trunkline system condition based on RSL. MDOT was able to maintain its goal of 90 percent of pavement in good or fair condition from 2008 to 2011. Trunkline conditions are 85 percent good or fair in 2014. As the graphic shows, the deterioration rate increases in the coming years, with the average deterioration rate in recent years at about 1.2 percent. The most recent estimate projects the rate of pavement deterioration on the trunkline system to rise to nearly 7 percent per year over the next six years, equating to approximately 2,000 lane miles deteriorating into poor pavement per year.

Possible Revisions to Pavement Condition Goal

Faced with the reality that it would be structurally impossible to achieve existing pavement condition goals assuming the current funding, an analysis was done to explore the possibility of creating new pavement condition goals that would be more in line with existing funding. However, this analysis went much farther than simply scaling back MDOT's existing goal to match likely funding levels. Rather, an entire re-imagining of the pavement condition goal structure is under exploration in an effort to use MDOT's limited resources to more specifically target areas of strategic importance to both the driving public and Michigan's economy.

This was accomplished by first referring to a series of networks that were identified in the 2005-2030 MI Transportation Plan, known as the Corridors of Highest Significance (COHS). COHS separates the trunkline system into four distinct corridor designations based on their importance to Michigan's citizens and economy: International/National, Statewide, Regional, and Local Trunkline.

The Road Quality Forecasting System (RQFS) was used to forecast a variety of pavement condition outcomes under the concept of providing more resources to the most important corridors to maintain them at a higher level of overall condition. These options have been presented to the STC. The options included different goal scenarios of

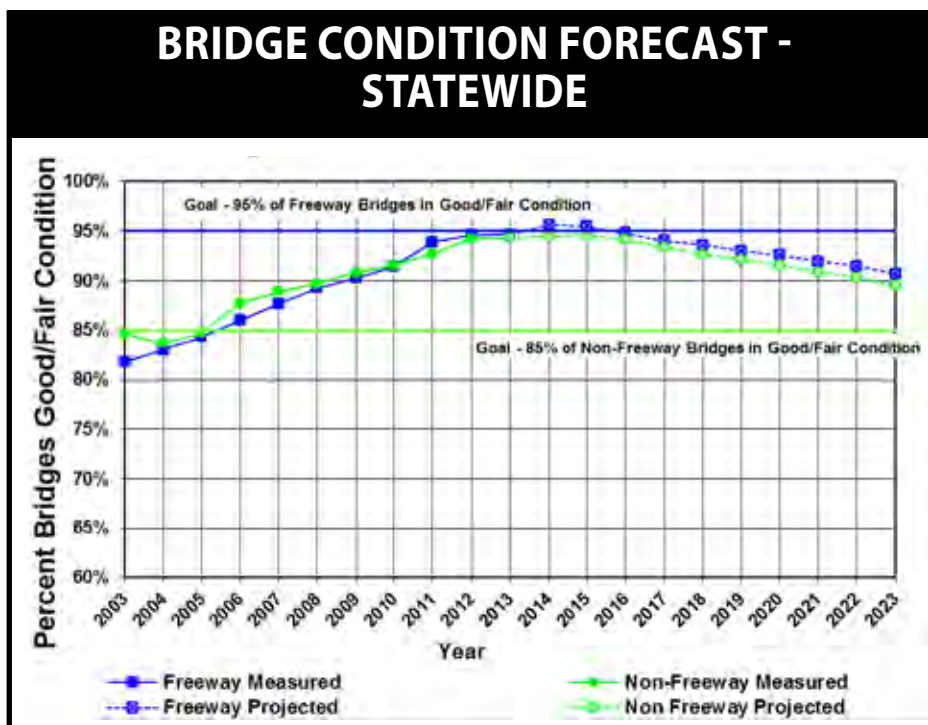
various funding levels. The options ranged from requiring an additional \$465 million per year in funding to needing \$775 million more per year to achieve and maintain individual corridors at stratified levels of pavement condition, ranging between 90 percent good/fair and 60 percent good/fair.

While these hypothetical condition goals are significantly lower than MDOT's current goals, they do represent goals that might actually be achievable given the current funding climate. The hope is that these new pavement goals will provide MDOT with the means to make the best investment choices in a time of limited resources.

Bridge Condition Goal

MDOT's Bridge Management System (BMS) is an important part of the overall asset management process. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure achievement of the desired results.

An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies, BCFS estimates the future condition of the state trunkline bridge system.



As shown in the chart at left, MDOT has met and is projecting to sustain the non-freeway bridge goal of 85 percent good or fair condition.

Projections show that Michigan peaked with a bridge condition close to 95 percent good or fair at the end of 2013. MDOT has made steady progress toward its freeway bridge goal. However projections indicate that, without additional funding, freeway bridge condition will continue to decline, falling short of maintaining the freeway bridge goal of 95 percent in good or fair condition.

Safety Goals

MDOT's safety goal is to reduce



fatalities and serious injuries on the state trunkline system in support of the Michigan Strategic Highway Safety Plan (SHSP) and the department's efforts of achieving the vision of Toward Zero Deaths (TZD).

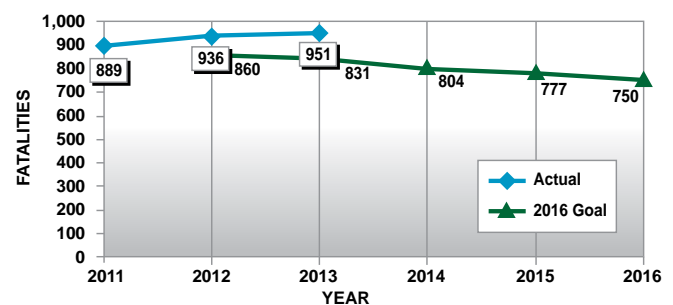
To meet the department's safety goal, the strategy of the Safety Program is to select cost-effective safety improvements, as identified in the SHSP, to address trunkline locations with correctable fatality (K) and serious injury (A) crashes. Locations identified will support the key focus areas of the SHSP. The purpose of the SHSP is to identify key safety needs in the state and guide investment decisions that achieve significant reductions in highway fatalities and serious injuries. SHSP identifies four broad emphasis areas: high-risk behaviors, at-risk road users, engineering infrastructure, and system administration. Of these areas, engineering infrastructure is predominately addressed by the Safety Program through intersection safety and lane departure projects. In addition, pedestrian and bicycle safety improvements are the department's emphasis for at-risk road users.

Michigan's SHSP was adopted in December 2004 by the Governor's Traffic Safety Advisory Commission and endorsed by the governor in 2006. In 2013, the SHSP was revised to reflect current safety needs and goals. An emphasis on goals established an incremental reduction of the frequency of fatalities and serious injuries. The 2013 SHSP goals are to reduce traffic fatalities and serious injuries on all roadways from 889 and 5,706, respectively, in 2011 to 750 and 4,800, respectively, in 2016. In 2013, there were 951 fatalities and 5,283 serious injuries reported statewide.

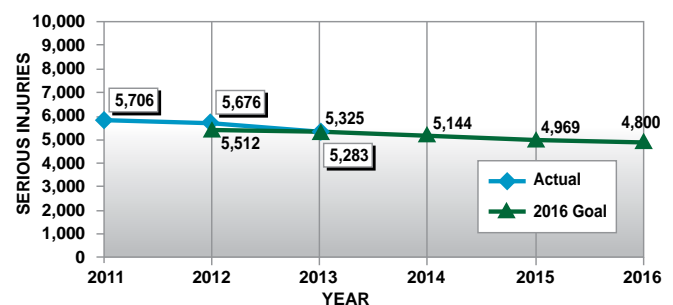
On the state trunkline system, the department's goal is to reduce fatalities and serious injuries from 419 and 2,286, respectively, in 2011 to no more than 333 and 1,700, respectively, in 2016. This equates to a 4.5 and 5.8 percent reduction per year, respectively. While this is the goal for 2016 on the state trunkline, MDOT's vision is TZD with the ultimate goal to reduce fatalities to zero and minimize serious injuries. The 2016 goal is an interim goal of that vision. In 2013, there were 427 fatalities and 2,262 serious injuries reported on the state trunkline system. Compared to 2012, fatalities increased from 384, while serious injuries decreased from 2,295.

Below are statewide and trunkline graphs that compare the actual values of fatalities and serious injuries compared to the 2016 interim goals.

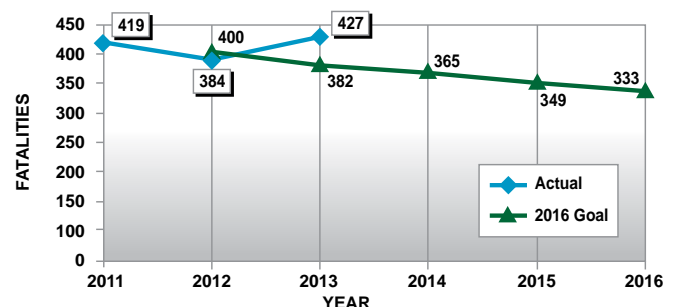
STATEWIDE FATALITIES



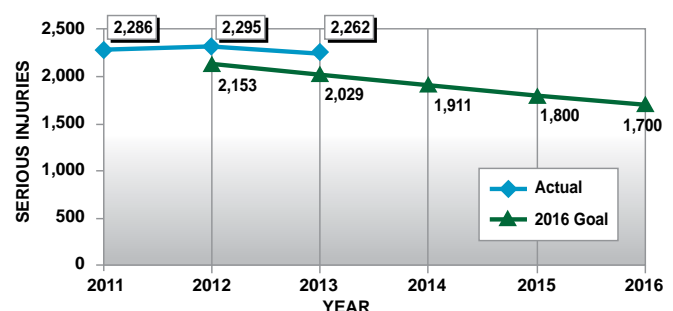
STATEWIDE SERIOUS INJURIES



TRUNKLINE FATALITIES



TRUNKLINE SERIOUS INJURIES



To achieve this vision, MDOT has scheduled 82 safety projects for the FY 2015-2019 program consisting of intersection, lane departure, and pedestrian safety-related improvements, all specific action areas in the SHSP. Included in the safety improvements are the installation of cable median barrier along 26 miles of freeways, safety improvements to address wrong-way crashes on freeway ramps, seven roundabouts and two pedestrian projects. Overall, the 82 safety projects will address 71 fatalities and 230 serious injuries during FY 2015-2019, for an annual average of 14 and 60, respectively.

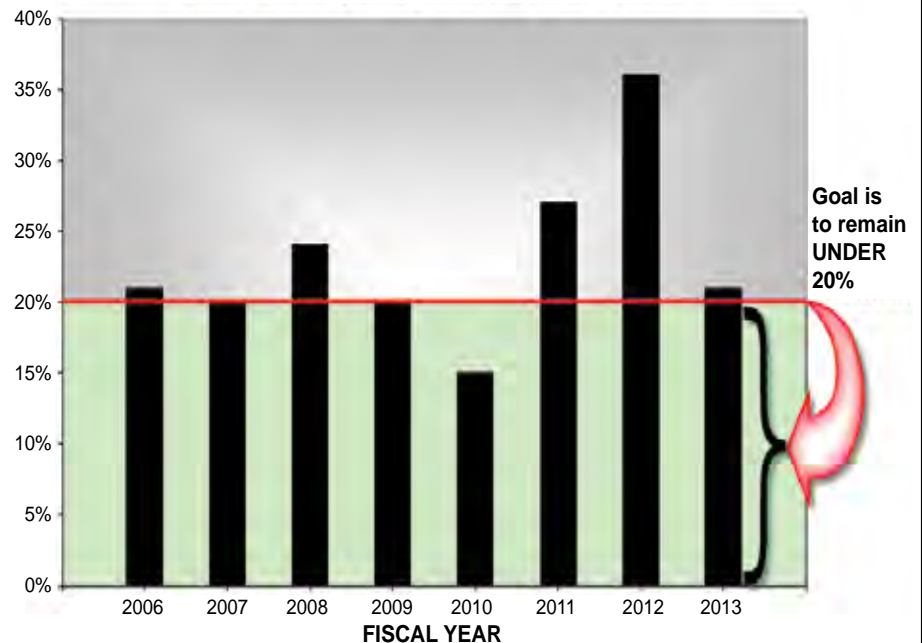
Multi-Modal Performance Measures

Local Transit Performance Measures

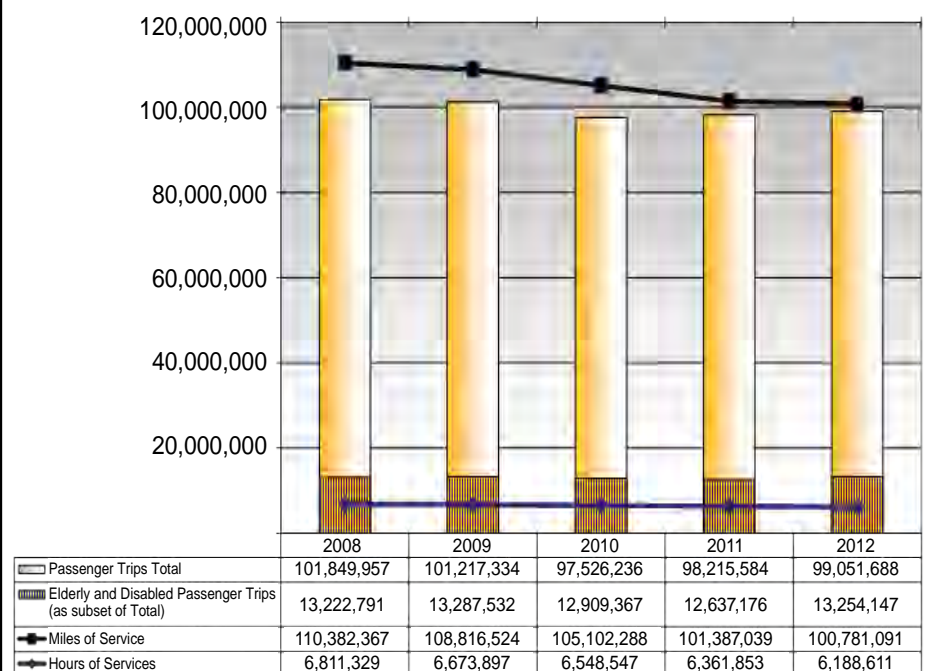
The OPT considers many factors when planning the investment strategy for local transit. Two primary performance measures considered are the condition of the rural transit fleet and the local transit level of service.

- The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond useful life. Although Michigan made great strides toward this goal in FY 2013 due to a large federal SGR grant, these transit programs did not reach the goal. Unfortunately, this program is no longer available, nor is any discretionary funding, making Michigan very likely to fall further from this goal over the course of this five-year program.

PERCENT OF RURAL AND SPECIALIZED TRANSIT VEHICLES PAST THEIR USEFUL LIFE



LOCAL TRANSIT LEVEL OF SERVICE FY 2008 - 2012



- The local transit level of service is measured using total annual hours and miles of service and total annual passenger trips (considering elderly/disabled passenger trips as a subset of the total). The goal is to preserve service levels and continue providing service in all 83 counties. Service levels peaked in 2008 when gas prices soared, then started to return to lower levels as gas prices stabilized. For the last two years, service levels have increased slightly, and service is still available in all 83 counties of the state. However, with the anticipated funding reduction in FY 2015 and beyond, there will likely be cuts to service at the local level either due to decreased operating assistance or the inability to replace buses that are no longer safe to operate.

Intercity Bus Performance Measure

The factor used to determine the investment strategy for intercity bus service is to provide reasonable access to intercity bus service in rural areas where connectivity to the national transportation network is often difficult to attain. MDOT's goal is to preserve the existing level of service, which has 81 percent of the rural population within 25 miles of an intercity bus stop. The national average is 78 percent.



MDOT does not own or control local transit service levels, nor does it own or control the entire intercity bus network in Michigan. In addition, the state and federal funding that MDOT uses to support local transit and intercity bus is only a portion of the total cost of operating and maintaining the service. While MDOT has established performance measures for these modes to help guide its investment decisions, MDOT cannot - on its own - ensure that the performance measures are met.

Rail Performance Measures

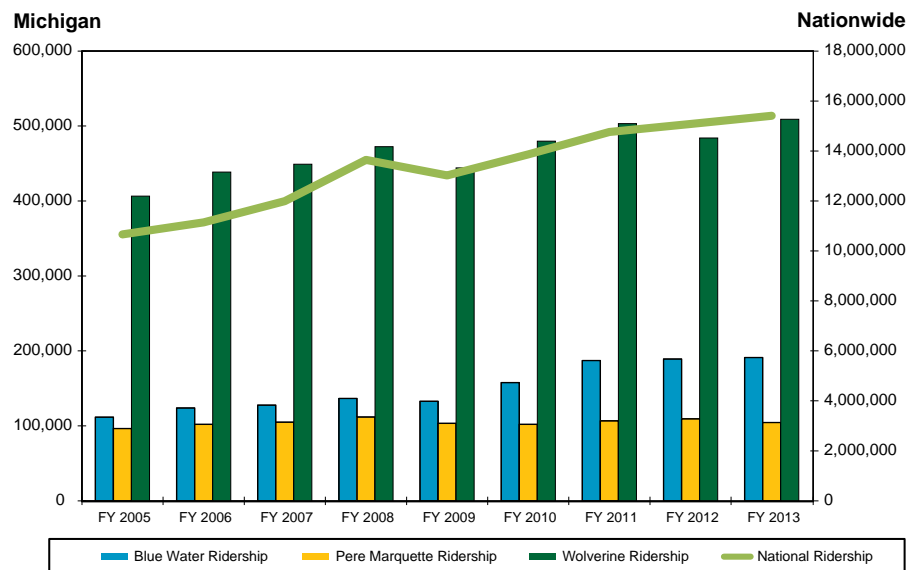
Two rail-related goals are included in MDOT's performance measurement efforts.

MDOT tracks the number of daily train miles and total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent with (within 10 percent) or better than national trends. MDOT is meeting its goal.

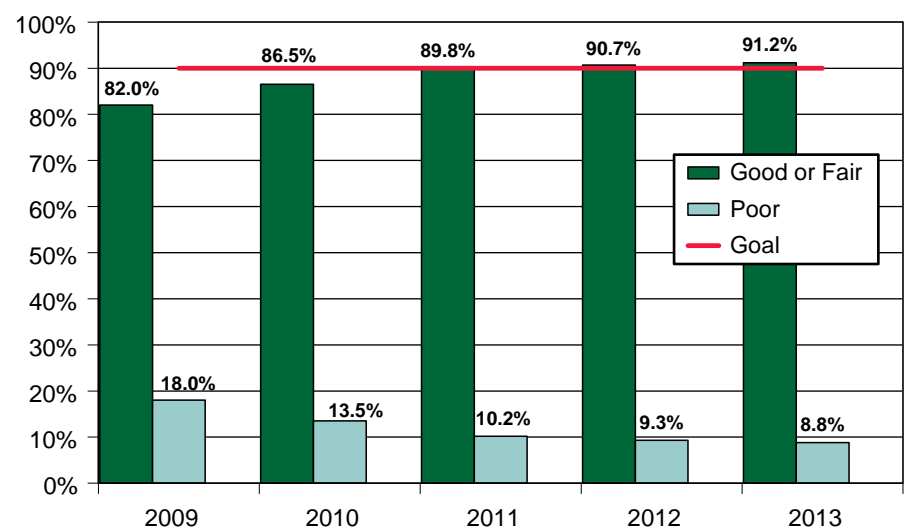
MDOT also tracks the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition has been increasing. As of FY 2013, 91.2 percent of the crossing surfaces were in good or fair condition.



PASSENGER RAIL RIDERSHIP TRENDS MICHIGAN ROUTES AND AMTRAK NATIONWIDE



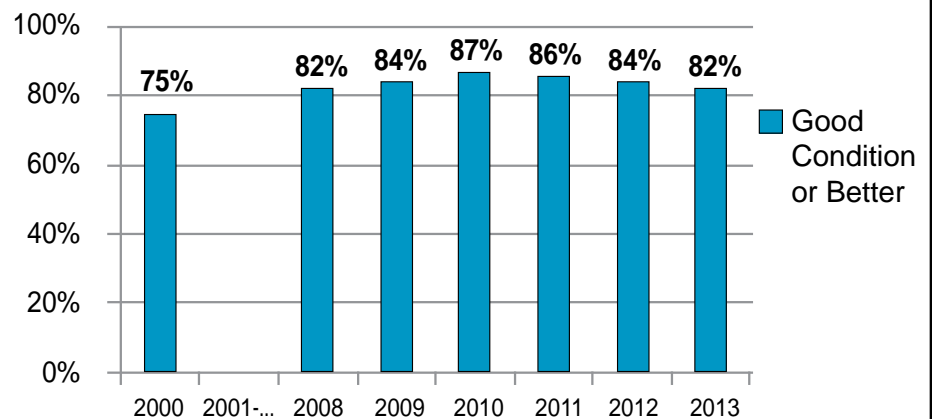
TRUNKLINE HIGHWAY-RAILROAD GRADE CROSSING SURFACE CONDITIONS



Aviation Performance Measures

The Office of Aeronautics has made significant progress toward meeting its system planning goals related to providing access to air travel for Michigan residents. The primary performance measurement goal is to keep the pavement conditions at the Tier 1 airports' primary runways at a rating of good or better according to Pavement Condition Index inspections. The goal is to have 100 percent of these pavements in good or better condition. The latest inspections show the system is at 82 percent. This is a reduction compared to prior years and it is anticipated the rate will continue to decline based on increasing and accelerating deterioration of pavements.

TIER 1 AIRPORTS' PRIMARY RUNWAY PAVEMENT CONDITION



*Pellston Airport runway in
Emmet County*



US-127 reconstruction in Jackson County

HIGHWAY ECONOMIC BENEFITS

Highway Economic Impacts

Highway infrastructure investments are a vital part of the state's overall economic development strategy. An efficient highway system in good condition plays an integral role in supporting the economy of a state. In order to assess the economic impacts of the 2015-2019 Highway Program, the Michigan Benefits Estimation System for Transportation Tool (MI BEST Tool) was used.

The MI BEST Tool is designed to estimate economic impacts for transportation investments like the Five-Year

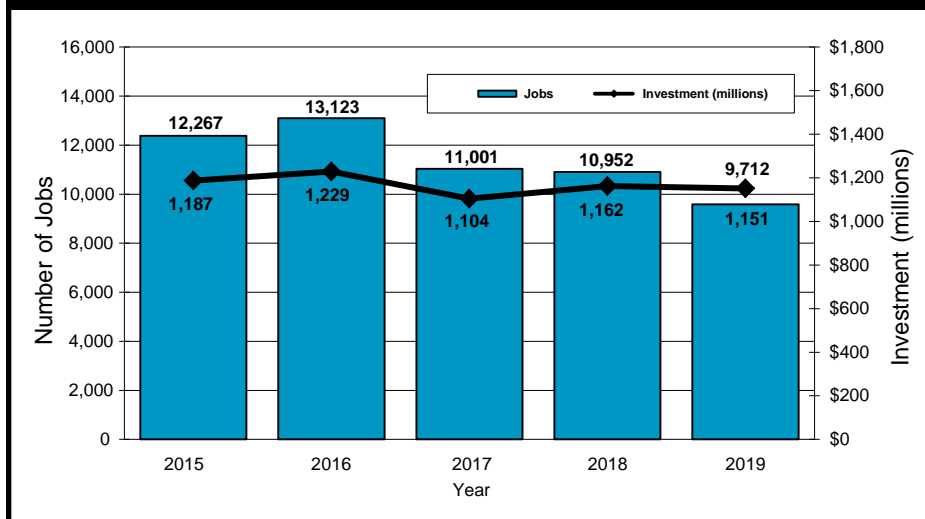
Transportation Program down to individual transportation projects. The economic model chosen to use for this analysis is the Regional Economic Models, Inc. (REMI) Policy Insight model.

The table and charts below show the employment impact of the 2015-2019 Highway Program for the state of Michigan. The resulting analysis is the total statewide economic impacts on the Highway Program.

Employment impacts of the current 2015-2019 Highway Program

	2015	2016	2017	2018	2019
INVESTMENT (in millions)	\$1,187	\$1,229	\$1,104	\$1,162	\$1,151
EMPLOYMENT IMPACT (jobs)	12,267	13,123	11,001	10,952	9,712

EFFECT ON EMPLOYMENT OF THE FIVE-YEAR HIGHWAY PROGRAM 2015-2019





Multi-modal transportation

MULTI-MODAL ECONOMIC BENEFITS

Public Transportation Benefits

Local Transit

Transportation investments are a vital part of the state's overall economic development strategy. More than 97 million trips are made annually on local public transit in Michigan. While the direct benefits of transit to its users are clear, it can be shown that the overall benefits of these trips extend beyond transit riders. Through improved mobility, safety, air quality, and economic development, public transit also benefits users of the roadway network and the community at large. Many of these trips satisfy the mobility needs of numerous households for whom owning and driving a vehicle is not an effective or affordable transportation option. As a result, there are social benefits that result from providing essential mobility.

In order to assess the economic impacts of the 2015-2019 Public Transportation Program, MDOT staff used the REMI and the MI BEST Tool. The resulting economic impacts reflect the statewide impacts of \$1.3 billion in transit capital and operational spending called for in this Five-Year Transportation Program. This would support 5,053 jobs in 2015 and an average of 4,781 jobs annually for 2015-2019, add \$1.908 billion in real personal income over the five-year period, and add \$1.764 billion in Gross State Product of the five-year period. In this particular analysis, the spending impacts of capital investment and operations in public transportation in Michigan were considered, but the data was not available to estimate the economic benefits of travel efficiencies as is currently done for the MDOT highway and bridge program.

Although this analysis attempts to assess the benefits of transit in a comprehensive manner, it does not account for the considerable additional benefits that can arise from rapid transit investments in urban areas. Therefore, the results of the model can be considered conservative. National models have shown that a dollar invested in light rail or rapid transit can return up to \$6 in economic benefits, including local economic development around transit stops.

Rail Program Benefits

Michigan's rail system has approximately 3,600 miles of track, operated by 24 railroads. It carries about 19 percent of the state's freight tonnage. These commodities totaled more than \$161 billion in 2012. Rail is particularly important for the movement of heavy and bulky commodities, as well as hazardous materials.

Growing healthy rail corridors is good for Michigan's economy, whether a corridor is specifically freight, passenger, or both. For the federally designated Chicago-Detroit/Pontiac accelerated rail corridor, MDOT will continue to improve the 135 miles of state-owned track between Kalamazoo and Dearborn. MDOT will have an opportunity to encourage and expand economic development along this corridor for both passenger and freight rail interests. In addition, MDOT will work with the Michigan Economic Development Corp., as well as the Michigan Department of Agriculture and Rural Development, to provide support to rail-reliant businesses throughout the state, most directly by helping provide access to the system through the Freight Economic Development Program.

Aviation Program Benefits

In order to maintain a competitive advantage in a global economic environment, access to convenient and efficient air travel is essential. While commercial airline services are often the most recognizable facet of aviation, the fact is that general aviation accounts for 97 percent of the nation's airports. These airports support a variety of aviation activities that employ thousands of people and create millions of dollars in economic impact and benefit.

Aviation, both commercial and general, is big business in Michigan.

- Aviation contributes more than \$20 billion annually to Michigan's economy.
- Michigan airports serve more than 37 million passengers each year.
- Michigan airports move more than 400 million pounds of air cargo each year.
- Michigan is in the top 10 nationwide for the number of registered business aircraft.

Businesses throughout the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages, and expenditures. They also include the economic ripple effects in the community, enhancing economic activity far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.

Economic benefits also include expenditures made by those transient passengers that use the airport but spend money throughout the region. Airports also provide savings in time and money as a result of the travel efficiencies they create. In addition, economic benefits include the intangible effect an airport has on business decisions to locate or remain in a specific area. Finally, and somewhat less tangible, are quality of life benefits provided by an airport. Examples include police and firefighting support, search and rescue, recreation, emergency medical flights, on-demand charter services, and flight instruction for future pilots.

Continued emphasis on identifying improved service delivery methods, efficiencies and innovations will compliment efforts to create jobs and align with Gov. Rick Snyder's Regional Prosperity Initiative (RPI) to support economic development. This map shows a breakdown of investments based on the new RPI Regions.

Whether through serving airline passengers at commercial service airports, accommodating corporate aviation at

AERONAUTICS INVESTMENTS BY PROSPERITY REGION



general aviation airports, or enhancing quality of life for residents and businesses in Michigan, aviation remains one of the key links to continued and future prosperity. Airports are proven economic engines that promote growth and vitality through the fostering of opportunities for future economic development and the creation of jobs.

ROAD AND BRIDGE PROJECT LISTS

Regional Prosperity Initiative

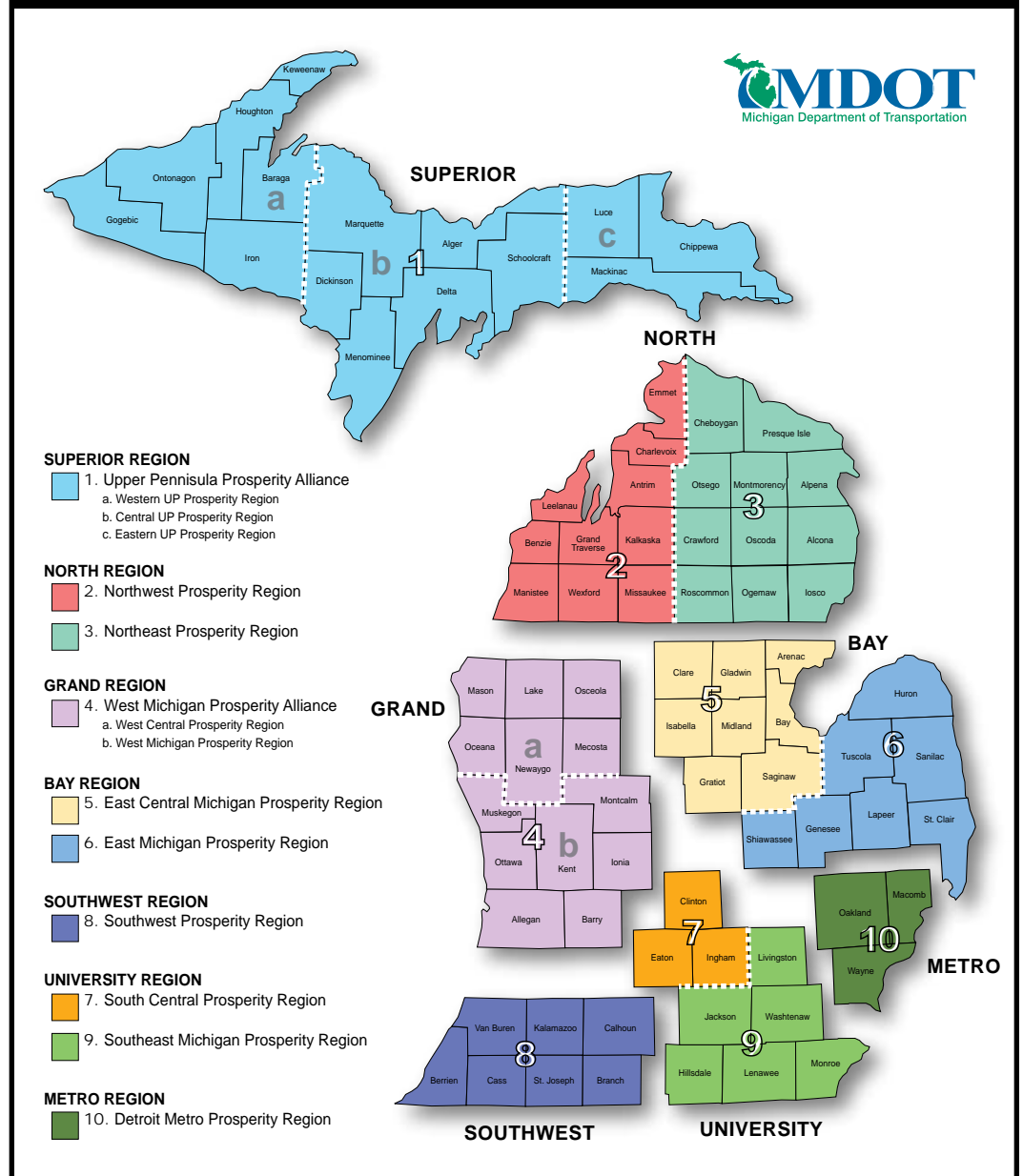
In FY 2014, Gov. Snyder's Executive Budget recommendations included the Regional Prosperity Initiative (RPI), a voluntary competitive grant process to encourage local, private, public and nonprofit partners a framework for creating vibrant regional economies. Michigan's existing state, regional and local boundaries often had overlapping goals and competing priorities. RPI establishes a common set of 10 RPI geographic boundaries that all state agencies will recognize and use. This initiative is intended to be a catalyst for the development of a local "economic vision" in the 10 RPI areas. All state agencies can contribute to implementing a vision that is created locally, but transportation infrastructure provides the core for economic opportunities - making MDOT a significant part of this initiative.

As part of the 2015-2019 Five-Year Transportation Program, MDOT is taking its first steps toward implementing RPI. While MDOT has operated with a seven-region system for many years, these region boundaries have been realigned to better incorporate the 10 RPI boundary structure. To find your local RPI, refer to the included map.

The MDOT Road and Bridge Project List, containing planned projects for the 2015-2019 time frame, also are

subdivided by RPI boundaries. The chosen projects reflect MDOT efforts to coordinate road and bridge work, preserve the existing system, address safety needs and make the most of anticipated revenues. For more information about the RPI, go to www.michigan.gov/regionalprosperity. To view MDOT project lists online on an interactive map go to <http://mdotnetpublic.state.mi.us/fyp/>.

MDOT REGIONS AND STATE OF MICHIGAN PROSPERITY REGIONS



2015 - 2019 ROAD AND BRIDGE PROJECT LISTS



BAY REGION

BAY REGION - EAST CENTRAL MICHIGAN PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
ARENAC	US-23 (E Huron Road)	US-23 over AU GRES RIVER	Overlay - Deep	0.182		CON			
BAY	I-75	US-10 EB over I-75	Bridge Replacement	0.05	CON				
BAY	I-75	US-10 WB and M-25 NB over I-75	Bridge Replacement		CON				
BAY	US-10	NINE MILE ROAD over US-10	Bridge Replacement	0.608	CON				
CLARE	US-10	US-10 over CHIPPEWA CREEK	Bridge Replacement	0.229		CON			
CLARE	US-10	US-10 WB over US-127	Overlay - Deep	0.027		CON			
CLARE	US-10	US-10 WB over M-115	Overlay - Deep	0.361		CON			
CLARE	US-10	US-10 EB over M-115	Overlay - Deep			CON			
CLARE	US-27	US-127 NB over TOWNLINE CREEK	Overlay - Deep	1.567		CON			
CLARE	US-27	US-127 SB over TOWNLINE CREEK	Overlay - Deep			CON			
GLADWIN	M-30	M-30 over No Name Drain	Culvert Replacement	0.218		CON			
GRATIOT	M-57 (West Cleveland Road)	M-57 over BRADLO DRAIN	Culvert Replacement	0.963		CON			
GRATIOT	US-127	US-127 BR over US-127	Superstructure Repair, Steel	0.03	CON				
ISABELLA	US-127	BASELINE ROAD over US-127	Overlay - Deep	0.32	CON				
ISABELLA	US-127	BEAL CITY ROAD over US-127	Overlay - Deep	0.914	CON				
ISABELLA	US-127	ROSEBUSH ROAD over US-127	Overlay - Epoxy		CON				
MIDLAND	M-20 (East Isabella Road)	M-20 over TITABAWASSEE RIVER and CSX RR (Abandoned)	Bridge Replacement	1.036				CON	
SAGINAW	I-75	I-75 NB over KOCHVILLE DRAIN	Deck Replacement	0.621		CON			
SAGINAW	I-75	I-75 SB over KOCHVILLE DRAIN	Deck Replacement			CON			
SAGINAW	I-75	KING ROAD over I-75	Bridge Replacement	3.498	CON				
SAGINAW	I-75	HESS ROAD over I-75	Bridge Replacement		CON				
SAGINAW	I-75	BAKER ROAD over I-75	Bridge Replacement	0.736	CON				
SAGINAW	I-75	M-54 and M-83 over I-75	Substructure Repair	0.2	CON				
SAGINAW	M-13 (East Road)	M-13 over FLINT RIVER	Bridge Replacement	0.494	CON				
SAGINAW	M-13 (East Road)	M-13 over BIRCH RUN OUTLET DRAIN	Bridge Replacement	0.494	CON				
SAGINAW	M-13 (East Road)	M-13 over KOEPKE DRAIN	Bridge Removal	1.04	CON				
SAGINAW	M-13 (East Road)	M-13 over MILKS DRAIN	Bridge Replacement	1.321	CON				
SAGINAW	M-13 (East Road)	M-13 over MESSNER DRAIN	Culvert Replacement		CON				
SAGINAW	M-46 (Gratiot Road)	M-46 EB over SWAN CREEK	Overlay - Deep	0.334	CON				
SAGINAW	M-46 (Gratiot Road)	M-46 WB over SWAN CREEK	Overlay - Shallow		CON				
SAGINAW	M-57 (East Broad Street)	M-57 over SHIAWASSEE RIVER	Bridge Replacement	0.12		CON			
SAGINAW	M-57 (West Broad Street)	M-57 over BRANCH OF DEER CREEK	Culvert Replacement	0.131		CON			
SAGINAW	M-81 (East Washington Road)	M-81 over WEAVER DRAIN	Culvert Replacement	0.871		CON			
SAGINAW	M-83 (S Main Street)	M-83 over CASS RIVER	Superstructure Repair, Steel	0.271			CON		
				16.636					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
BAY	I-75	COTTAGE GROVE ROAD TO LINWOOD ROAD	Restoration and Rehabilitation	1.801			CON		
BAY	I-75	M-13 CONNECTOR TO BEAVER ROAD	Restoration and Rehabilitation	4.541					CON
BAY	M-13 (Bay City Road)	ZILWAUKEE BRIDGE TO BAY CITY SOUTH CITY LIMITS	Resurface	6.268			CON		
BAY	M-13 (Huron Road)	NORTH STREET TO BAY/ARENAC COL	Resurface	3.335					CON
CLARE	US-10	US-127 TO LEATON ROAD	Restoration and Rehabilitation	3.241					CON
GRATIOT	US-127	WASHINGTON ROAD TO VAN BUREN ROAD	Resurface	5.492		CON			
GRATIOT	US-127	VAN BUREN ROAD TO BEGOLE ROAD	Restoration and Rehabilitation	3			CON		
ISABELLA	US-10	LEATON ROAD BRIDGE TO MIDLAND/ISABELLA COUNTY LINE	Restoration and Rehabilitation	5.805				CON	

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

BAY REGION - EAST CENTRAL MICHIGAN PROSPERITY REGION

REPAIR AND REBUILD ROADS - continued

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
SAGINAW	I-75	I-675 NORTH JUNCTION TO SAGINAW/BAY COUNTY LINE	Reconstruction	0.838		CON			
SAGINAW	I-75	DIXIE HIGHWAY TO HESS	Major Widening	3.765	CON				
SAGINAW	M-46 (Gratiot Road)	WEST LIMITS OF MERRILL TO BRENNAN ROAD	Resurface	4.785				CON	
SAGINAW	M-46 (Gratiot Road)	BRENNAN ROAD TO M-52	Resurface	5.975			CON		
SAGINAW	M-57 (W Brady Road)	SAGINAW/GRATIOT COUNTY LINE TO M-52	Restoration and Rehabilitation	10.194				CON	
				59.04					

CAPACITY IMPROVEMENT

US-127, I-69 to ITHACA

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
GRATIOT	US-127	GRATIOT COUNTY LINE NORTH TO BAGLEY ROAD	NEW ROUTES	10.385	ROW				
				10.385					

BAY REGION - EAST MICHIGAN PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
GENESEE	I-475	I-475 over ATHERTON ROAD	Overlay - Epoxy	0.075		CON			
GENESEE	I-475	I-475 over LEFT-TURN LANE NO. 3	Substructure Repair			CON			
GENESEE	I-69	LAPEER ROAD over I-69	Deck Replacement	0.248		CON			
GENESEE	I-69	I-69 EB over HAMMERBERG ROAD	Widen - Maint Lanes	0.339			CON		
GENESEE	I-69	I-69 WB over HAMMERBERG ROAD	Widen - Maint Lanes				CON		
GENESEE	M-15 (State Road)	M-15 over PADDISON CO DRAIN	Culvert Replacement	0.308		CON			
LAPEER	I-69	LAKE NEPESSING ROAD over I-69	Deck Replacement	0.359	CON				
SANILAC	M-25 (Lakeshore Road)	M-25 over MILL CREEK	Bridge Replacement	0.124		CON			
SANILAC	M-46 (West Sanilac Road)	M-46 over MIDDLE BRANCH OF CASS RIVER	Culvert Replacement	0.987		CON			
SANILAC	M-53 and M-19	M-53 over SOUTH BRANCH CASS RIVER	Overlay - Deep	1.501		CON			
SANILAC	M-53 and M-19	M-19 over SOUTH FORK CASS RIVER	Overlay - Shallow			CON			
SANILAC	M-53 and M-19	M-53 over Greenman Creek	Overlay - Shallow	0		CON			
SANILAC	M-90 (East Peck Road)	M-90 over POTTS DRAIN	Deck Replacement	1.499	CON				
ST. CLAIR	I-69	I-69 EB over PINE RIVER	Overlay - Deep	2.51	CON				
ST. CLAIR	I-69	I-69 over RILEY-WALES DRAIN	Culvert Replacement		CON				
ST. CLAIR	I-69	I-69 EB over BURT DRAIN	Culvert Replacement		CON				
ST. CLAIR	I-69	I-69 WB over BURT DRAIN	Culvert Replacement		CON				
ST. CLAIR	I-69	BARTH ROAD (TAYLOR) over I-69	Superstructure Replacement		CON				
ST. CLAIR	M-25	M-25 over HOWE DRAIN	Superstructure Replacement	0.184				CON	
				8.134					

REPAIR AND REBUILD ROADS

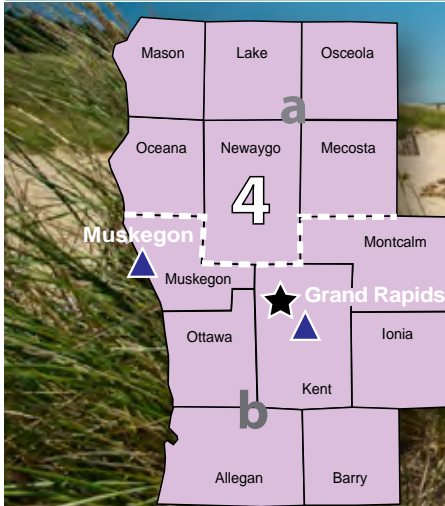
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
GENESEE	I-475	SAGINAW STREET TO CLIO ROAD	Restoration and Rehabilitation	1.401		CON			
GENESEE	I-475	CARPENTER ROAD TO SAGINAW STREET	Restoration and Rehabilitation	1.788				CON	
GENESEE	I-69	BALLENGER HIGHWAY TO FENTON ROAD	Reconstruction	1.556			CON		
GENESEE	M-15 (State Road)	LEXINGTON STREET TO FLINT STREET	Reconstruction	0.755					CON
GENESEE	M-54 (Dort Highway)	COLDWATER ROAD TO MT. MORRIS ROAD	Resurface	2.027					CON
SANILAC	M-46 and M-25	M-46, WHITNEY DRIVE TO M-25, M-25, OAKWOOD BOULEVARD TO HURON STREET	Reconstruction	1.076				CON	
ST. CLAIR	I-69	TAYLOR ROAD TO WALES CENTER - EB ONLY	Reconstruction	6.067	CON				
ST. CLAIR	I-69 EB	WALES CENTER ROAD TO M-19 (EB ONLY)	Reconstruction	4.507	CON				
ST. CLAIR	M-29	GREEN STREET/MAIN STREET TO PALMS ROAD	Reconstruction	5.406		CON			
TUSCOLA	M-25 (Bay City Forestville Road)	BAY PARK ROAD TO THE HURON COUNTY LINE	Resurface	3.911	CON				
TUSCOLA	M-46 (Sanilac Road)	VASSAR ROAD TO SHERIDAN ROAD	Resurface	4.939		CON			
				33.433					

CAPACITY IMPROVEMENT

BLUE WATER BRIDGE PLAZA AND I-94 / I-69 AT THE BLACK RIVER BRIDGE, PORT HURON

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
ST. CLAIR	I-94/I-69	I-94/I-69 FREEWAY	WELCOME CENTER ON RELOCATED ROUTE	0	CON				
ST. CLAIR	I-94/I-69	ALONG WB I-94/I-69, NEW PORT HURON WELCOME CENTER	WEIGH STATION ON RELOCATED ROUTE	0	CON				
				0					

GRAND REGION



GRAND REGION - WEST MICHIGAN PROSPERITY ALLIANCE

BRIDGE - BIG BRIDGE

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
KENT	I-196	I-196 WB over GRAND RIVER, US-131, LOCAL STREETS	Overlay - Deep	0.07		CON			
				0.07					

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
KENT	I-196	I-196 M-21 WB over PLYMOUTH ROAD	Bridge Replacement	0.326				CON	
KENT	I-196	I-196 WB RAMP TO M-11 over I-196 EB	Overlay - Deep	0.001		CON			
KENT	I-196 (Gerald R Ford Freeway)	I-196 EB over M-45 WB RAMP TO I-196 WB	Overlay - Shallow	0	CON				
ALLEGAN	I-196 AND US-31 NB	I-196 and US-31 NB over OLD ALLEGAN ROAD	Overlay - Deep	0.326	CON				
ALLEGAN	I-196 AND US-31 SB	I-196 and US-31 SB over OLD ALLEGAN ROAD	Overlay - Deep	0.319	CON				
ALLEGAN	I-196 AND US-31 SB	I-196/US-31 SB over KUIPERS DRAIN	Culvert Replacement	0.804					CON
OTTAWA	I-196 BL	I-196 BL EB over BRANCH OF BLACK RIVER	Overlay - Deep	0.33			CON		
OTTAWA	I-196 BL	I-196 BL WB over BRANCH OF BLACK RIVER	Overlay - Deep				CON		
KENT	I-196 EB	I-196 EB over M-45	Overlay - Shallow	0	CON				
IONIA	I-96	CUTLER ROAD over I-96	Bridge Replacement	0.604				CON	
IONIA	I-96	M-66 NB over I-96	Overlay - Shallow	0.002		CON			
IONIA	I-96	M-66 SB over I-96	Overlay - Shallow			CON			
KENT	I-96	CHENEY AVENUE over I-96	Deck Replacement	0		CON			
KENT	I-96	CASCADE ROAD over I-96	Bridge Replacement	0	CON				
KENT	I-96	MORSE LAKE AVENUE over I-96	Overlay - Shallow	0.982		CON			
KENT	M-21	M-21 over GTW RR	Superstructure Replacement	0.087	CON				
BARRY	M-66	M-66 over QUAKER BROOK	Bridge Replacement	0.092					CON
ALLEGAN	M-89	M-89 over KALAMAZOO RIVER OVERFLOW	Superstructure Replacement	1.504				CON	
ALLEGAN	US-131	M-222 over US-131	Bridge Replacement	0.001	CON				
KENT	US-131	I-196 BS (FRANKLIN) over US-131, I-196 BS and CSX RR	Substructure Replacement	0.13		CON			
KENT	US-131	US-131 RAMP B M-21 over VACANT LAND	Substructure Patching			CON			
KENT	US-131	US-131 RAMP A M-21 over VACANT LAND	Substructure Patching			CON			
KENT	US-131 NB	US-131 NB over WHITE CREEK AVENUE	Overlay - Deep	0.277				CON	
KENT	US-131 SB	US-131 SB over WHITE CREEK AVENUE	Overlay - Deep	0.436			CON		
MUSKEGON	US-31	PONTALUNA ROAD over US-31	Overlay - Shallow	0.16		CON			
OTTAWA	US-31	US-31 over BARRMAN DRAIN	Culvert Replacement	0.52		CON			
OTTAWA	US-31	US-31 NB over BLACK RIVER	Overlay - Deep	0.344		CON			
OTTAWA	US-31	US-31 SB over BLACK RIVER	Overlay - Deep			CON			
OTTAWA	US-31	US-31 over I-196 BL	Overlay - Deep	0.035		CON			
OCEANA	US-31 BR (Polk Road)	US-31 BR (POLK ROAD) over RUSSELL CREEK	Culvert Replacement	0.492					CON
				0.326					

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

GRAND REGION - WEST MICHIGAN PROSPERITY ALLIANCE

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
ALLEGAN	I-196	SB ONLY, 130TH AVENUE NORTH TO US-31	Reconstruction	7.375					CON
KENT	I-196 (Gerald R Ford Freeway)	FULLER AVENUE TO I-96	Reconstruction	2.051				CON	
KENT	I-196 (Gerald R Ford Freeway)	I-196 (EB) over Plymouth Avenue	Bridge Replacement					CON	
OTTAWA	I-196 WB	32ND AVENUE EAST TO OTTAWA/KENT COUNTY LINE	Reconstruction	4.477					CON
OTTAWA	I-196 WB	32ND AVENUE EAST TO OTTAWA/KENT COUNTY LINE	Maintenance of Traffic	4.868				CON	
KENT	I-96	WEST RIVER DRIVE TO THE GRAND RIVER	Reconstruction	0.472				CON	
KENT	M-11	HAYES STREET TO WILSON AVENUE	Resurface	2.209	CON				
MUSKEGON	M-120 (Holton Road)	WHITEHALL ROAD EAST TO MID-MICHIGAN RR	Restoration and Rehabilitation	0.696			CON		
MUSKEGON	M-120 (Holton Road)	MID-MICHIGAN RR EAST TO GETTY STREET	Restoration and Rehabilitation	1.203					CON
KENT	M-21 (Main Street)	VALLEY VISTA DRIVE EAST TO KENT/IONIA COUNTY LINE	Resurface	2.298	CON				
NEWAYGO	M-37 (Maple Street)	COMMERCE STREET TO STATE STREET	Resurface	0.332				CON	
NEWAYGO	M-37 (State Road)	M-82 (S JUNCTION) NORTH TO THE MUSKEGON RIVER	Resurface	1.541				CON	
ALLEGAN	M-40	FROM 134TH AVENUE TO REIMINK ROAD	Reconstruction	1.754				CON	
ALLEGAN	M-40	FROM CABILL DRIVE TO NORTH OF 52ND STREET	Traffic Operations or Safety Work	1.494	CON				
KENT	M-44 (Belding Road)	WOLVERINE BOULEVARD EAST TO BLAKELY DRIVE	Reconstruction	1.044			CON		
MONTCALM	M-46 (Howard City - Edmore Road)	M-66 TO SECOND STREET	Restoration and Rehabilitation	2.003					CON
IONIA	M-66 (State Road)	BARRY/IONIA COUNTY LINE NORTH TO PORTLAND ROAD	Restoration and Rehabilitation	6.994					CON
KENT	US-131	10 MILE ROAD TO M-46 (S JUNCTION)	Maintenance of Traffic	7.513	CON				
KENT	US-131	KENT SOUTH COUNTY LINE TO 76TH STREET	Maintenance of Traffic	4.053					CON
OSCEOLA	US-131	SOUTH OF US-10 INTERCHANGE TO NORTH OF US-10	Restoration and Rehabilitation	2.27	CON				
OSCEOLA	US-131	SOUTH COUNTY LINE TO SOUTH OF US-10	Restoration and Rehabilitation	3.362	CON				
ALLEGAN	US-131 NB	FROM GUN RIVER BRIDGE (B02) NORTH TO 110TH AVENUE	Restoration and Rehabilitation	1.311	CON				
KENT	US-131 NB	10 MILE ROAD TO M-46 (S JUNCTION)	Reconstruction	7.422				CON	
MECOSTA	US-131 NB	6 MILE ROAD NORTH TO 13 MILE ROAD	Restoration and Rehabilitation	7.373		CON			
KENT	US-131 SB	10 MILE ROAD TO M-46	Reconstruction	7.403			CON		
MASON	US-31	US-10 TO 0.8 MILES N OF NORTH MASON COUNTY LINE	Restoration and Rehabilitation	16.695					CON
OCEANA	US-31	FRUITVALE ROAD NORTH TO WINSTON ROAD	Resurface	5.366		CON			
OTTAWA	US-31	8TH STREET TO LAKEWOOD BOULEVARD	Reconstruction	1.188		CON			
OTTAWA	US-31	LAKEWOOD BOULEVARD TO QUINCY STREET	Major Widening	2.898		CON			
MUSKEGON	US-31 BR (Colby Street)	HALL STREET TO THE WHITE RIVER	Resurface	1.234			CON		
MUSKEGON	US-31 BR (Seaway Drive)	US-31 NORTH TO SHORELINE DRIVE	Resurface	5.471	CON				
MUSKEGON	US-31 BR (Seaway Drive)	US-31 BR over LITTLE BLACK CREEK	Overlay - Epoxy		CON				
				114.37					

CAPACITY IMPROVEMENT

US-31, HOLLAND TO GRAND HAVEN

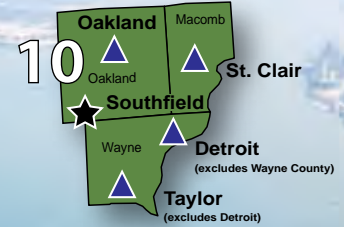
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
OTTAWA	US-31	LAKEWOOD BOULEVARD NORTH TO QUINCY STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	2.898		CON	CON	CON	
OTTAWA	US-31	LAKEWOOD BOULEVARD NORTH TO QUINCY STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG		PE	PE			
OTTAWA	US-31	LAKEWOOD BOULEVARD NORTH TO QUINCY STREET	MAINTENANCE OF TRAFFIC	2.898	CON	CON	CON		
				5.796					

NEW ROADS

US-31, HOLLAND TO GRAND HAVEN

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
OTTAWA	I-96	OVER ABANDONED GTW RR	BRIDGE REMOVAL	0	CON	CON			
OTTAWA	I-96	AT M-231	NEW STRUCTURE - EXISTING ROUTE	2.237	CON	CON			
OTTAWA	M-104 (Cleveland Street)	124TH AVENUE TO I-96 (EB)	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	0.724	CON				
OTTAWA	M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES	4.476	CON				
OTTAWA	M-231	M-45 TO LITTLE ROBINSON CREEK	NEW ROUTES		UTIL	UTIL	UTIL		
OTTAWA	M-231	OVER THE GRAND RIVER (RIVER SPAN)	NEW STRUCTURE ON NEW ROUTE	0	CON	CON			
OTTAWA	M-231	OVER THE GRAND RIVER (APPROACH SPANS)	NEW STRUCTURE ON NEW ROUTE	1.328	CON	CON			
OTTAWA	M-231	THE GRAND RIVER NORTH TO M-104	NEW ROUTES	1.996	CON				
OTTAWA	M-231	THE GRAND RIVER NORTH TO M-104	NEW ROUTES		UTIL				
OTTAWA	M-231	OVER LEONARD STREET	NEW STRUCTURE ON NEW ROUTE	0	CON				
OTTAWA	M-231	OVER RICH STREET	NEW STRUCTURE ON NEW ROUTE	0	CON	CON	CON		
OTTAWA	M-231	OVER BUCHANAN STREET	NEW STRUCTURE ON NEW ROUTE	0	CON	CON	CON		
OTTAWA	M-231	OVER SLEEPER STREET	NEW STRUCTURE ON NEW ROUTE	0	CON	CON	CON		
				10.761					

METRO REGION



METRO REGION - DETROIT METRO PROSPERITY REGION

BRIDGE - BIG BRIDGE

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
OAKLAND	I-696	PLAZA OVER I-696, SOUTHFIELD	Drain System Clean/Repair	0.276		CON			
OAKLAND	I-696	PLAZA OVER I-696, IN OAK PARK	Drain System Clean/Repair			CON			
OAKLAND	I-696	PLAZA & CHURCH STREET OVER I-696 IN OAK PARK	Drain System Clean/Repair	0.189		CON			
WAYNE	I-75	I-75 over ROUGE RIVER, DEARBORN STREET and RR	Deck Replacement	0.08			CON		
WAYNE	I-75	I-75 NB OFF RAMP over ROUGE RIVER, RR, MAINT ROAD	Deck Replacement				CON		
WAYNE	I-75	I-75 SB ON RAMP over ROUGE RIVER and PLEASANT STREET	Deck Replacement				CON		
WAYNE	I-75	I-75 over FORT STREET	Deck Replacement	0.369			CON		
WAYNE	I-96	EVERGREEN ROAD over I-96 and CSX RR	Overlay - Deep	0.175	CON				
				1.089					

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
MACOMB	M-53	M-53 SB over CLINTON RIVER	Overlay - Deep	0.372				CON	
MACOMB	M-53	M-53 NB over CLINTON RIVER	Overlay - Shallow					CON	
OAKLAND	I-696	I-696 over I-96 and I-275	Overlay - Deep	0.028		CON			
OAKLAND	I-75	JOHN R SB TURNAROUND RAMP over I-75	Superstructure Repair, Steel	0	CON				
OAKLAND	M-5	I-96 BL (GRAND RIVER) over M-5	Overlay - Deep	0				CON	
OAKLAND	M-5	DRAKE ROAD over M-5	Deck Patching	0				CON	
OAKLAND	TROWBRIDGE ROAD	TROWBRIDGE ROAD over GTW RAILROAD	Superstructure Repair, Concrete	0.01				CON	
WAYNE	I-275	I-275 SB over CSX RR	Substructure Repair	0.658	CON				
WAYNE	I-275	I-275 SB over M-14	Substructure Replacement		CON				
WAYNE	I-75	I-75 East-North RAMP over M-10	Deck Replacement	0.214			CON		
WAYNE	I-75	I-94 West-South Ramp over I-75 and Ramp	Superstructure Repair, Steel	0.123	CON				
WAYNE	I-75	I-75 SOUTH-WEST RAMP over NORTH SERVICE ROAD	Superstructure Repair, Steel	0.01	CON				
WAYNE	I-75	I-75 NB over ALLEN ROAD	Superstructure Repair, Steel	0.205				CON	
WAYNE	I-75	I-75 SB over ALLEN ROAD	Superstructure Repair, Steel					CON	
WAYNE	I-75 (US-24 Connector)	I-75 SB over US-24 CONNECTOR	Deck Replacement	9.359				CON	
WAYNE	I-75 (US-24 Connector)	I-75 NB over EUREKA ROAD	Deck Replacement					CON	
WAYNE	I-75 (US-24 Connector)	I-75 SB over EUREKA ROAD	Deck Replacement					CON	
WAYNE	I-75 (US-24 Connector)	I-75 NB over NORTH LINE ROAD	Deck Replacement					CON	
WAYNE	I-75 (US-24 Connector)	I-75 SB over NORTH LINE ROAD	Deck Replacement					CON	
WAYNE	I-94	CSX RR over I-94	Substructure Repair	0				CON	
WAYNE	I-94	CONRAIL RR over I-94	Substructure Repair					CON	
WAYNE	I-94	GTW and CONRAIL RR over I-94	Painting Complete					CON	
WAYNE	I-94	I-94 WB over WAYNE ROAD	Substructure Repair	0.07				CON	
WAYNE	I-94	I-94 WB over ECORSE ROAD	Bridge Replacement	0.375				CON	
WAYNE	I-94	I-94 EB RAMP TO M-10 over I-94 WB and M-10 SB	Overlay - Shallow	0				CON	
WAYNE	I-94 (Ford Freeway)	TRUMBULL AVENUE over I-94, Wayne County	Bridge Replacement	0.179	CON				
WAYNE	I-96	CHERRYLAWN PEDESTRIAN STRUCTURE over I-96	Deck Replacement	0.311		CON			
WAYNE	M-10	RAILROAD PEDESTRIAN WALK over M-10	Bridge Removal	0.079			CON		
WAYNE	M-10 (John C Lodge Freeway)	M L KING (STIMSON) over M-10	Superstructure Replacement	0.111				CON	
WAYNE	M-14 OLD	OLD M-14 over MIDDLE ROUGE RIVER	Bridge Replacement	0.139			CON		
WAYNE	M-14 OLD	HINES DRIVE over OLD M-14 (ANN ARBOR ROAD)	Bridge Replacement	0.139			CON		
WAYNE	M-3 (Gratiot Avenue)	M-3 NB Connector over I-75 and I-375	Superstructure Repair, Steel	0.001	CON				
WAYNE	M-3 (Gratiot Avenue)	M-3 SB Connector over I-75 and I-375	Superstructure Repair, Steel		CON				
WAYNE	M-39	SAWYER AVENUE WALKOVER over M-39	Bridge Replacement	1.542			CON		
WAYNE	M-39	TOURNIER AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-39	CATHEDRAL AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-39	VASSAR AVENUE WALKOVER over M-39	Bridge Replacement				CON		
WAYNE	M-39	GLENDALE WALKOVER over M-39	Bridge Replacement				CON		

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

METRO REGION - DETROIT METRO PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION continued

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
WAYNE	M-39	CSX RR over M-39	Painting Complete				CON		
WAYNE	M-8	SB OAKLAND AVENUE over M-8, DAVISON FREEWAY	Deck Replacement	0.1	CON				
WAYNE	M-8	NB OAKLAND AVENUE over M-8, DAVISON FREEWAY	Painting Complete		CON				
WAYNE	M-8 EAST-SOUTH RAMP	M-8 East-South Ramp over GTW RR	Overlay - Deep	2.687	CON				
WAYNE	M-85	M-85 over Michigan Central RR (Abandoned)	Bridge Removal	0.07	CON				
WAYNE	M-85	M-85 NB over MARSH CREEK	Bridge Replacement	1.282	CON				
WAYNE	M-85	M-85 SB over MARSH CREEK	Overlay - Shallow		CON				
WAYNE	M-85	M-85 NB over FRANK and POET DRAIN	Overlay - Shallow		CON				
WAYNE	M-85	M-85 SB over FRANK and POET DRAIN	Overlay - Shallow		CON				
WAYNE	S I-75/WARREN RAMP	I-75 SB EXIT RAMP over I-75 EB and WB TO SB TURN ROADWAY	Deck Replacement	0				CON	
WAYNE	US-24 (Telegraph Road)	US-24 NB over FRANK and POET DRAIN	Bridge Replacement	0.06				CON	
				18.124					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
MACOMB	M-53 (Van Dyke Road)	15 MILE ROAD TO 18 MILE ROAD	Reconstruction	3.244	CON				
MACOMB	M-59 (Hall Road)	M-53 TO HAYES ROAD	Reconstruction	1.807			CON		
OAKLAND	I-96	FROM NORTH OF 5 MILE ROAD TO I-696/I-96 INTERCHANGE	Resurface	12.994		CON			
OAKLAND	M-24	HARMON ROAD TO GOLDENGATE AVENUE	Resurface	4.989		CON			
WAYNE	I-75 (Walter P Chrysler Freeway)	N OF CANFIELD STREET TO S OF PIQUETTE STREET	Resurface	0.999			CON		
WAYNE	M-14 OLD	NEWBURGH ROAD TO MARKET STREET	Reconstruction	0.393			CON		
				24.426					

NEW INTERNATIONAL TRADE CROSSING (NITC)

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES	1.755	EPE	EPE			
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES				CON	CON	CON
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES		ROW	ROW	ROW		
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES				PE		
WAYNE	I-75 (NITC)	AT I-75 AND TO THE NITC	NEW ROUTES				UTL	UTL	
				1.755					

TRUNKLINE MODERNIZATION

I-75, FROM M-59 TO 8 MILE ROAD

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
OAKLAND	I-75	FROM NORTH OF COOLIDGE ROAD TO SOUTH BOULEVARD	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	3.678		CON	CON	CON	
OAKLAND	I-75	FROM NORTH OF COOLIDGE ROAD TO SOUTH BOULEVARD	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG		PE	PE	PE		
OAKLAND	I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	PROJECT MANAGEMENT CONTRACT	18.54	EPE	EPE	EPE	EPE	EPE
OAKLAND	I-75	FROM 8 MILE TO M-59, OAKLAND COUNTY	REAL ESTATE ACTIVITIES	18.54		ROW	ROW	ROW	ROW
OAKLAND	I-75	FROM NORTH OF WATTLES ROAD TO NORTH OF COOLIDGE ROAD	MAJOR REHABILITATION	1.582				CON	CON
OAKLAND	I-75	FROM NORTH OF WATTLES ROAD TO NORTH OF COOLIDGE ROAD	MAJOR REHABILITATION			PE	PE	PE	
OAKLAND	I-75	FROM NORTH OF I-696 TO SOUTH OF 12 MILE	MAJOR REHABILITATION					PE	PE
				42.34					

TRUNKLINE MODERNIZATION

I-94, I-96 TO EAST OF CONNER AVENUE IN DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
WAYNE	I-94 (Ford Freeway)	VAN DYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT	0.283	CON				
WAYNE	I-94 (Ford Freeway)	VAN DYKE (M-53) OVER I-94 IN THE CITY OF DETROIT	BRIDGE REPLACEMENT		UTL	UTL			
WAYNE	I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL			
WAYNE	I-94 (Ford Freeway)	M-3 OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.001			CON	CON	CON
WAYNE	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.339			CON	CON	
WAYNE	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW			
WAYNE	I-94	CHENE STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.074			CON	CON	
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW			
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	SECOND AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL	UTL		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT	0.01			CON	CON	
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW			

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

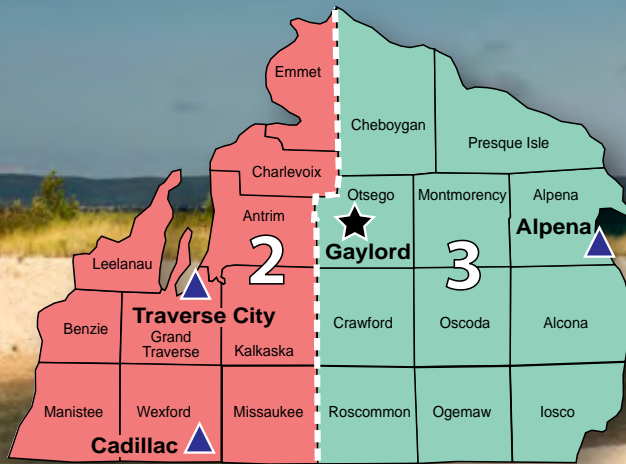
METRO REGION - DETROIT METRO PROSPERITY REGION

TRUNKLINE MODERNIZATION - continued

I-94, I-96 TO EAST OF CONNER AVENUE IN DETROIT

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	CADILLAC AVENUE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL			
WAYNE	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.189				CON	CON
WAYNE	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW			
WAYNE	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94	FRENCH ROAD OVER I-94	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94	FRENCH RD OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL			
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.129				CON	CON
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW	ROW		
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE			
WAYNE	I-94 (Ford Freeway)	CONCORD AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL	UTL		
WAYNE	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.074			CON	CON	
WAYNE	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW			
WAYNE	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94	MOUNT ELLIOT STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL	UTL		
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT	0.13			CON	CON	
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT		ROW	ROW			
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE CO.	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	CASS AVENUE OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE-B	PE-B	PE-B		
WAYNE	I-94 (Ford Freeway)	CASS AVENUE, DETROIT, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL	UTL		
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT	0.138				CON	CON
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		ROW	ROW	ROW		
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		PE	PE	PE		
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94	BRIDGE REPLACEMENT		PE-B	PE-B			
WAYNE	I-94 (Ford Freeway)	BRUSH STREET OVER I-94, WAYNE COUNTY	BRIDGE REPLACEMENT		UTL	UTL	UTL		
WAYNE	I-94 (Ford Freeway)	NORTHEAST QUADRANT OF I-94 AND I-75	REAL ESTATE ACTIVITIES	0.131	CON				
WAYNE	I-94 (Ford Freeway)	NORTHEAST QUADRANT OF I-94 AND I-75	REAL ESTATE ACTIVITIES		ROW				
WAYNE	I-94 (Ford Freeway)	I-96 TO CONNER AVENUE, WAYNE COUNTY	PROJECT MANAGEMENT CONTRACT	7.239	EPE	EPE	EPE	EPE	EPE
WAYNE	I-94 (Ford Freeway)	FROM I-96 TO EAST OF CONNER AVENUE	REAL ESTATE ACTIVITIES	7.239	ROW	ROW	ROW	ROW	
WAYNE	I-94 (Ford Freeway)	FROM CONNER AVENUE TO CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	7.598					CON
WAYNE	I-94 (Ford Freeway)	FROM CONNER AVENUE TO CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG					ROW	
WAYNE	I-94 (Ford Freeway)	FROM CONNER AVENUE TO CHENE STREET	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG					PE	PE
WAYNE	M-1 (Woodward Avenue)	M-1 (WOODWARD AVENUE) OVER I-94	BRIDGE REPLACEMENT	0.073	CON	CON	CON		
				23.647					

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS



NORTH REGION

NORTH REGION - NORTHEAST PROSPERITY REGION

BRIDGE - BIG BRIDGE

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
CHEBOYGAN	US-23	US-23 over CHEBOYGAN RIVER	Superstructure Repair, Steel	0.097		CON			
				0.097					

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
CHEBOYGAN	I-75	I-75 SB over M-27	Bridge Barrier Railing Replace	0.369		CON			
CHEBOYGAN	I-75	I-75 NB over M-27	Bridge Barrier Railing Replace			CON			
CHEBOYGAN	US-23	US-23 over LITTLE BLACK RIVER	Bridge Replacement	0.374	CON				
CRAWFORD	M-72	I-75 BL, M-72 over AU SABLE RIVER	Bridge Barrier Railing Replace	0.133	CON				
ROSCOMMON	I-75	M-18 over I-75	Overlay - Deep	0.36				CON	
ROSCOMMON	M-18	M-18 over BACKUS CREEK	Culvert Replacement	2.145					CON
				3.381					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
CHEBOYGAN	M-33	FROM M-27 TO LONG LAKE ROAD	Restoration and Rehabilitation	6.258					CON
CRAWFORD	M-72	KALKASKA COUNTY LINE TO M-93 INTERSECTION	Restoration and Rehabilitation	6.048			CON		
IOSCO	US-23 (Huron Road)	TAWAS BEACH ROAD TO KIRKLAND DRIVE	Reconstruction	5.628			CON		
MONTMORENCY	M-32	JEROME STREET TO HAAS ROAD	Restoration and Rehabilitation	3.381				CON	
OGEMAW	I-75 NB	FROM OGEMAW COUNTY LINE NORTHERLY TO COOK ROAD	Restoration and Rehabilitation	6.487					CON
OSCODA	M-33	POPPS ROAD TO EAST OF THE M-33/M-72 JCT	Restoration and Rehabilitation	6.719					CON
ROSCOMMON	US-127	M-55 TO MUSKEGON RIVER BRIDGE	Restoration and Rehabilitation	5.191		CON			
				39.712					

NORTH REGION - NORTHWEST PROSPERITY REGION

BRIDGE - BIG BRIDGE

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
CHARLEVOIX	US-31	US-31 over ISLAND LAKE OUTLET	Superstructure Repair, Steel	0.072		CON			
				0.072					

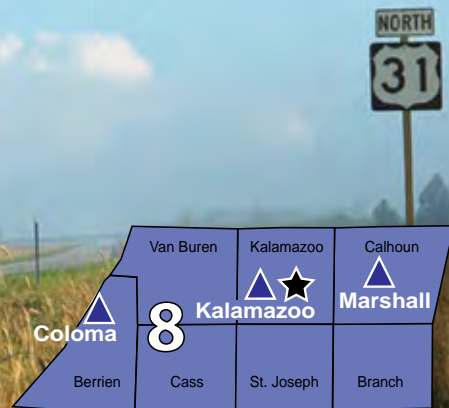
BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
GRAND TRAVERSE	US-31	US-31 over BOARDMAN RIVER	Overlay - Deep	0.271			CON		
				0.271					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
ANTRIM	US-131	NORTH JUNCTION OF M-32 TO THUMB LAKE ROAD	Reconstruction	7.647		CON			
BENZIE	M-115	FROM US-31 WEST APPROX. 2.4 MILES	Reconstruction	2.381		CON			
BENZIE	M-115	FROM BRIDGE STREET EAST 4 MILES	Restoration and Rehabilitation	4.109			CON		
EMMET	US-31	FROM DOUGLAS LAKE ROAD TO E LEVERING ROAD	Restoration and Rehabilitation	4.19				CON	
EMMET	US-31	FROM LIBERTY STREET TO ROSEDALE AVENUE	Reconstruction	1.339				CON	
EMMET	US-31 (Charlevoix Avenue)	CAMP DAGGETT ROAD TO US-131	Restoration and Rehabilitation	4.189	CON				
GRAND TRAVERSE	M-113	N OF M-186 SOUTH TO US-131	Restoration and Rehabilitation	5.088		CON			
GRAND TRAVERSE	US-31	3 MILE ROAD TO HOLIDAY HILLS ROAD	Reconstruction	1.555	CON				
KALKASKA	M-72	GRAND TRAVERSE COUNTY LINE EAST TO KALKASKA ROAD	Restoration and Rehabilitation	7.731				CON	
MISSAUKEE	M-66/55	JENNINGS ROAD TO 1ST STREET	Reconstruction	0.968		CON			
WEXFORD	US-131 OLD	N OF US-131 S CROSSING TO M-42	Reconstruction	5.483			CON		
				44.68					

SOUTHWEST REGION



SOUTHWEST REGION - SOUTHWEST PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
BERRIEN	I-196	M-63 over I-196	Bridge Replacement	0.3				CON	
BERRIEN	I-94	COUNTY LINE ROAD over I-94	Overlay - Shallow	2.643	CON				
BERRIEN	I-94	CARMODY ROAD over I-94	Overlay - Shallow		CON				
BERRIEN	I-94	EMPIRE ROAD over I-94	Overlay - Shallow		CON				
BERRIEN	I-94	LAPORTE ROAD over I-94	Overlay - Deep	1.511				CON	
BERRIEN	I-94	KRUGER ROAD over I-94	Overlay - Deep					CON	
BERRIEN	I-94	LAKESIDE ROAD over I-94	Overlay - Deep					CON	
BERRIEN	I-94 EB AND WB	I-94 EB over PUETZ ROAD	Overlay - Deep	1.477		CON			
BERRIEN	I-94 EB AND WB	I-94 WB over PUETZ ROAD	Substructure Repair			CON			
BERRIEN	I-94 EB AND WB	I-94 EB over CSX RR Spur (Abandoned)	Overlay - Deep	1.508		CON			
BERRIEN	I-94 EB AND WB	I-94 WB over CSX RR Spur (Abandoned)	Overlay - Deep			CON			
BRANCH	US-12	US-12 over MICHIGAN SOUTHERN RR	Bridge Replacement	0.189		CON			
BRANCH	US-12	US-12 over SWAN CREEK	Bridge Replacement	0.38	CON				
CALHOUN	I-69	L DRIVE NORTH over I-69	Overlay - Deep	0.973	CON				
KALAMAZOO	I-94	CORK STREET over I-94	Bridge Removal	0.063	CON				
KALAMAZOO	I-94	I-94 over EAST MICHIGAN AVENUE (40TH STREET)	Bridge Replacement	1.028		CON			
KALAMAZOO	US-131	US-131 NB over AMTRAK and KL AVENUE	Deck Replacement	0					CON
KALAMAZOO	US-131	US-131 SB over AMTRAK and KL AVENUE	Deck Replacement						CON
ST. JOSEPH	M-86	M-86 over PRAIRIE RIVER	Bridge Replacement	0.999		CON			
VAN BUREN	BLUE STAR HIGHWAY	BLUE STAR HIGHWAY over BLACK RIVER	Superstructure Replacement	0.001		CON			
VAN BUREN	I-94	64TH ST (CR687) over I-94	Overlay - Shallow	1.979	CON				
VAN BUREN	I-94	62ND STREET over I-94	Overlay - Shallow		CON				
VAN BUREN	I-94	52ND STREET (CR 365) over I-94	Overlay - Shallow		CON				
VAN BUREN	I-94	50TH STREET over I-94	Overlay - Shallow		CON				
VAN BUREN	I-94	I-94 EB over EAST BRANCH OF PAW PAW RIVER	Superstructure Replacement	2.413	CON				
VAN BUREN	I-94	I-94 WB over EAST BRANCH OF PAW PAW RIVER	Superstructure Replacement		CON				
				15.464					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
BERRIEN	I-196	I-94 TO NORTH OF M-63 (EXIT 7)	Resurface	8.089				CON	
BERRIEN	I-94 WB	RED ARROW HIGHWAY (EXIT 16) TO I-94 BL (EXIT 23)	Resurface	4.991		CON			
BERRIEN	I-94 EB	RED ARROW HIGHWAY (EXIT 16) TO I-94 BL (EXIT 23)	Resurface	5.736			CON		
BRANCH	M-60	ST. JOSEPH COUNTY LINE TO CALHOUN COUNTY LINE	Resurface	7.989				CON	
CALHOUN	I-94	17 1/2 TO 21 1/2 MILE ROAD	Resurface	4.445			CON		
CALHOUN	I-94	I-94 EB over RICE CREEK	Healer Sealer				CON		
CALHOUN	I-94	I-94 WB over RICE CREEK	Healer Sealer				CON		
CALHOUN	I-94 BL (E Michigan Avenue)	29 MILE ROAD/CLARK STREET TO I-94	Resurface	1.964		CON			
CALHOUN	I-94 BL	WEST OF I-69 TO EAST OF SYCAMORE STREET	Restoration and Rehabilitation	1.624	CON				
CALHOUN	M-311 (11 Mile Road)	M-60 TO I-94 BL	Restoration and Rehabilitation	13.432					CON
CALHOUN	M-99 (Superior Street)	ASH STREET TO VINE STREET, ALBION	Reconstruction	0.374		CON			
CASS	M-40	1 MILE SOUTH OF M-60	Reconstruction	0.5				CON	
KALAMAZOO	I-94	UNDER SPRINKLE ROAD IN KALAMAZOO	Interchange Reconstruct	0.848	CON				
KALAMAZOO	I-94	SPRINKLE ROAD over I-94	Interchange Reconstruct		CON				
KALAMAZOO	I-94	AT E MICHIGAN AVENUE (40TH STREET)	Interchange Reconstruct	1.028		CON			

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

SOUTHWEST REGION - SOUTHWEST PROSPERITY REGION

REPAIR AND REBUILD ROADS - continued

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
KALAMAZOO	I-94 BL	EAST OF SENECA LANE TO MICHIGAN AVENUE	Reconstruction	2.762		CON			
KALAMAZOO	US-131	FROM I-94 TO SHAVER ROAD	Resurface	6.616	CON				
ST. JOSEPH	M-60	IN THE VILLAGE OF MENDON	Reconstruction	1.086	CON				
ST. JOSEPH	US-131	FROM BROADWAY ROAD TO COON HOLLOW ROAD	Reconstruction	1.169				CON	
VAN BUREN	I-94 WB	0.7 MILES EAST OF CR 687 TO 0.8 MILES WEST OF M-51	Resurface	9.439					
VAN BUREN	I-94 WB	I-94 over HOG CREEK	Joint Repair		CON				
VAN BUREN	M-140	CITY OF WATERVLIT TO CR 378	Resurface	7.218		CON			
				79.31					

CAPACITY IMPROVEMENT

I-94 IN KALAMAZOO

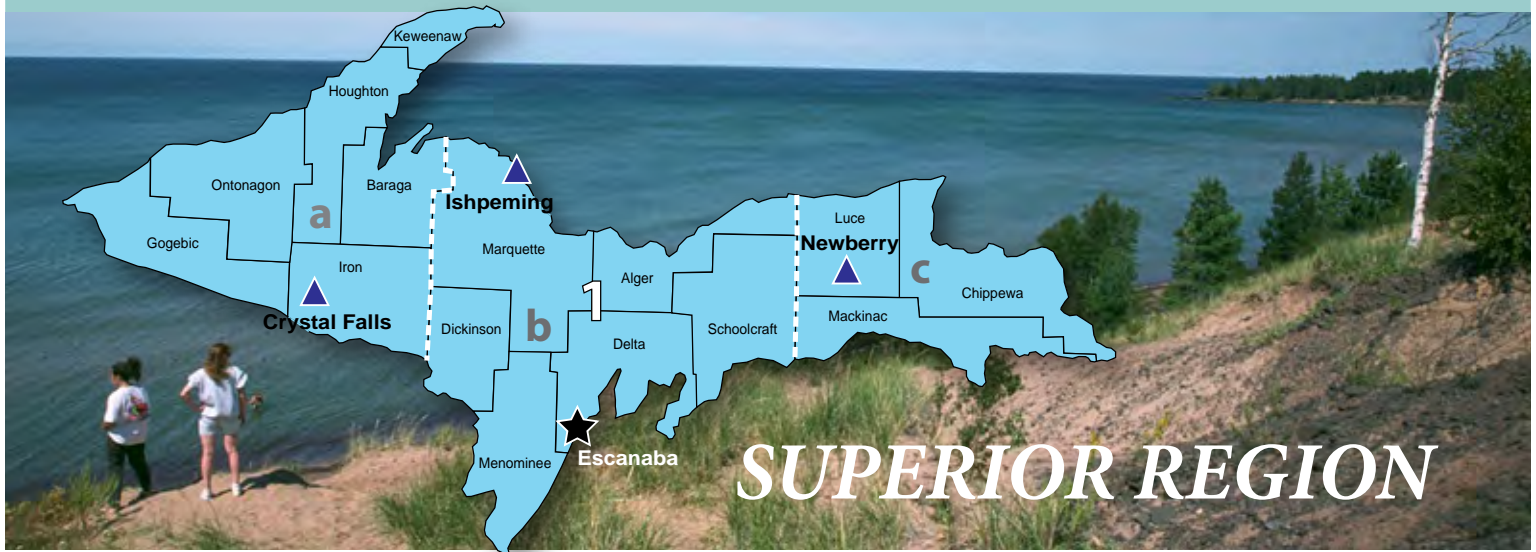
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
KALAMAZOO	I-94	EAST OF OAKLAND DRIVE TO WEST OF SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	4.899	ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	EAST OF LOVERS LANE TO EAST OF PORTAGE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	1.16	ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	I-94 OVER PORTAGE ROAD	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	KILGORE ROAD OVER I-94	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	PORTAGE ROAD TO SPRINKLE ROAD	RECONSTRUCT AND ADD LANE(S) OVER 0.5-MILE LONG	1.2	ROW	ROW	ROW	ROW	ROW
KALAMAZOO	I-94	I-94 OVER OLMSTEAD CREEK	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 OVER NORFOLK SOUTHERN	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 EB OVER GTW RAILROAD	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
KALAMAZOO	I-94	I-94 WB OVER GTW RAILROAD	REPLACE BRIDGE, ADD LANES		PE-B	PE-B	PE-B	PE-B	PE-B
				7.259					

NEW ROADS

US-31 RELOCATED, BERRIEN COUNTY

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
BERRIEN	I-94	BRITAIN AVENUE TO I-196	RELOCATION OF EXISTING ROUTE	3.015	PE	PE	PE	PE	PE
				3.015					

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS



SUPERIOR REGION - UPPER PENINSULA PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
MACKINAC	I-75	I-75 BL over I-75	Overlay - Deep	0.19	CON				
MARQUETTE	M-35	M-35 over BRANCH WARNER CREEK	Culvert Replacement	3.669	CON				
HOUGHTON	M-38	M-38 over SILVER RIVER	Bridge Replacement	1.4	CON				
ONTONAGON	M-64	M-64 over FLOODWOOD RIVER	Deck Replacement	0.588					CON
DELTA	US-2	US-2, US-41 over ESCANABA RIVER	Bridge Replacement	0.357			CON		
DELTA	US-2	E&LS RR over US-2	Bridge Replacement				CON		
DELTA	US-2	US-2 over OGONTZ RIVER	Bridge Replacement	0.983	CON				
MACKINAC	US-2	US-2 over BREVORT RIVER	Deck Replacement	5.617				CON	
MENOMINEE	US-2	US-2 over BIG CEDAR RIVER	Deck Replacement	0.722					CON
ONTONAGON	US-45	US-45 over EAST BRANCH BALTIMORE RIVER	Culvert Replacement	0.496	CON				
DICKINSON	US-8	US-8 over MENOMINEE RIVER	Overlay - Deep	0.343				CON	
				14.365					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
MACKINAC	I-75 BL	MACKINAC TRAIL TO THE NORTH END OF I-75 BL	Reconstruction	0.62	CON				
MACKINAC	I-75 BL	FROM GRONDEN ROAD TO MACKINAC TRAIL	Reconstruction	1.108			CON		
CHIPPEWA	I-75 BS	EASTERDAY AVENUE TO THE POWER CANAL	Reconstruction	0.253	CON				
CHIPPEWA	I-75 BS (Ashmun Street)	FROM I-75/3 MILE ROAD RAMP TO M-129	Reconstruction	1.739				CON	
LUCE	M-123	M-28 TO SOUTH OF TRUMAN STREET, NEWBERRY	Restoration and Rehabilitation	3.479		CON			
MENOMINEE	M-35	THE NORTH MENOMINEE CITY LIMIT NORTH 6 MILES	Resurface	6	CON				
MARQUETTE	M-553	M-553, SANDS TOWNSHIP, MARQUETTE COUNTY	Reconstruction	1.2			CON		
SCHOOLCRAFT	M-94	FROM CHIPPEWA AVENUE TO US-2	Reconstruction	1.281	CON				
DICKINSON	M-95	FROM CHANNING NORTH TO MARQUETTE COUNTY LINE	Restoration and Rehabilitation	9.494				CON	
DICKINSON	US-2	FROM DAWN'S LAKE ROAD TO BALER ROAD	Reconstruction	0.95		CON			
IRON	US-2	FROM URBAN STREET TO COUNTY ROAD 424	Restoration and Rehabilitation	2.39	CON				
IRON	US-2	FROM OSS ROAD EAST TO CRYSTAL FALLS	Resurface	5.165			CON		
IRON	US-2	BATES-AMASA ROAD TO EAST LAKE EMILY ROAD	Resurface	3.098		CON			
MACKINAC	US-2	EAST LIMITS OF NAUBINWAY TO BORGSTROM ROAD	Restoration and Rehabilitation	5.409					CON
GOGEBIC	US-2 (Cloverland Drive)	FROM CURRY STREET TO ROOSEVELT ROAD	Reconstruction	0.956	CON				
BARAGA	US-41	FROM OLD US-41 NORTH TO THE HOUGHTON COUNTY LINE	Restoration and Rehabilitation	6.946				CON	
HOUGHTON	US-41	THE LIFT BRIDGE TO LINCOLN DRIVE, HANCOCK	Reconstruction	0.929		CON			
MARQUETTE	US-41	IROQUOIS STREET IN NEGAUNEE TO ISHPERING	Reconstruction	2.907			CON		
MARQUETTE	US-41	CR HQ TO WEST OF BRICKYARD ROAD, MARQUETTE	Reconstruction	1					CON
MARQUETTE	US-41/M-28	FROM THE CARP RIVER NORTH 0.6 MILES	Resurface	0.75	CON				
				55.674					

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS



UNIVERSITY REGION

UNIVERSITY REGION - SOUTH CENTRAL PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
EATON	I-69	AIINGER ROAD over I-69	Overlay - Deep	0.348				CON	
EATON	M-100	M-100 over COUNTY DRAIN	Bridge Replacement	0.715	CON				
EATON	M-100	M-100 over SHARP DRAIN	Culvert Replacement		CON				
EATON	M-100	M-100 over GTW RR	Bridge Replacement		CON				
INGHAM	I-496	I-496 WB over I-496 EB RAMP TO I-96 EB	Painting Complete	0.688	CON				
INGHAM	I-496	I-496 and US-127 SB over I-96 EB	Overlay - Epoxy		CON				
INGHAM	I-96	I-96 EB over I-96 BL RAMP	Overlay - Deep	0.15	CON				
INGHAM	I-96	I-96 WB over I-96 BL RAMP	Overlay - Deep		CON				
INGHAM	I-96	I-96 EB over CEDAR STREET	Superstructure Repair, Steel	1.376	CON				
INGHAM	I-96	I-96 WB over CEDAR STREET	Superstructure Repair, Steel		CON				
INGHAM	I-96	I-96 EB over SYCAMORE CREEK	Substructure Patching	1.413	CON				
INGHAM	I-96	I-96 WB over SYCAMORE CREEK	Substructure Patching		CON				
INGHAM	I-96	I-96 EB over CONRAIL RR	Deck Patching		CON				
INGHAM	I-96	I-96 WB over CONRAIL RR	Substructure Patching		CON				
INGHAM	I-96	AURELIUS ROAD over I-96	Deck Replacement	0.244	CON				
				4.934					

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
EATON	I-69	VERMONTVILLE HIGHWAY TO I-96	Reconstruction	5.559			CON		
INGHAM	M-43 (Grand River Avenue)	PARK LAKE ROAD TO DOBIE ROAD	Resurface	2.07		CON			
				7.629					

CAPACITY IMPROVEMENT

US-127, I-69 TO ITHACA

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
CLINTON	US-127	NORTH OF ST. JOHNS TO THE CLINTON COUNTY LINE	NEW ROUTES	5.385	ROW				
				5.385					

UNIVERSITY REGION - SOUTHEAST MICHIGAN PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
JACKSON	I-94	I-94 over PARMA ROAD	Bridge Rehabilitation	1.171		CON			
JACKSON	I-94	GIBBS ROAD over I-94	Bridge Rehabilitation			CON			
JACKSON	I-94	BLACKMAN ROAD over I-94	Bridge Rehabilitation			CON			
JACKSON	I-94	I-94 over CONRAIL RR AND GRAND RIVER	Bridge Replacement	0.404				CON	
JACKSON	I-94	M-106 NB over I-94	Bridge Replacement	0.159				CON	
JACKSON	I-94	M-106 SB over I-94	Bridge Replacement					CON	
MONROE	I-75	I-75 over SANDY CREEK	Bridge Replacement	0.946	CON				
MONROE	I-75	I-75 over GTW and CR RR	Bridge Replacement		CON				
MONROE	I-75	I-75 over CN, GTW and NS RR	Bridge Replacement		CON				
MONROE	I-75	I-75 over SANDY CREEK ROAD	Bridge Replacement		CON				
MONROE	I-75	I-75 NB over STONY CREEK	Bridge Replacement	0.724	CON				
MONROE	I-75	I-75 SB over STONY CREEK	Bridge Replacement		CON				
MONROE	US-23	SUMMERFIELD ROAD over US-23	Bridge Replacement	0.21		CON			
WASHTENAW	US-23	NORTH TERRITORIAL ROAD over US-23	Bridge Replacement	0.605		CON			
WASHTENAW	US-23	6 MILE ROAD over US-23	Bridge Replacement			CON			

2015 - 2019 ROAD AND BRIDGE PROJECT LISTS

UNIVERSITY REGION - SOUTHEAST MICHIGAN PROSPERITY REGION

BRIDGE - REPLACEMENT AND REHABILITATION - continued

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
WASHTENAW	US-23	8 MILE ROAD over US-23	Bridge Replacement			CON			
WASHTENAW	US-23	US-23 NB over MDOT RR	Widen - Maint Lanes	0.553		CON			
WASHTENAW	US-23	US-23 SB over MDOT RR	Widen - Maint Lanes			CON			
WASHTENAW	US-23	US-23 NB over BARKER ROAD	Widen - Maint Lanes			CON			
WASHTENAW	US-23	US-23 SB over BARKER ROAD	Widen - Maint Lanes			CON			
				4.772					

UNIVERSITY REGION - SOUTHEAST MICHIGAN PROSPERITY REGION

REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2015	2016	2017	2018	2019
JACKSON	I-94	M-60 TO SARGENT ROAD	Reconstruction	8.925				CON	
JACKSON	I-94 BL (Michigan Avenue)	BROWN TO LOUIS GLICK	Reconstruction	0.991		CON			
JACKSON	M-50	M-50, US-127 TO NAPOLEON ROAD	Resurface	5.916		CON			
JACKSON	M-50 (West Avenue)	GANSON STREET TO NORTH STREET	Reconstruction	0.284		CON			
JACKSON	M-60	EMERSON ROAD TO RENFREW ROAD	Restoration and Rehabilitation	2.528			CON		
JACKSON	M-60	CHAPEL ROAD TO EMERSON ROAD	Resurface	1.567			CON		
MONROE	I-75	DIXIE HIGHWAY TO I-275	Reconstruction	5.609	CON				
MONROE	I-75	I-75 FROM OHIO STATE LINE TO ERIE ROAD	Reconstruction	5.06					CON
WASHTENAW	M-17/US-12 BR (Cross Street)	NORMAL STREET TO MICHIGAN AVENUE, I-94 TO MICHIGAN AVENUE, HAMILTON STREET TO ECORSE ROAD	Resurface	2.588		CON			
WASHTENAW	US-12 (East Michigan Avenue)	US-12 FROM B01 TO MAPLE ROAD	Reconstruction	0.94		CON			
				34.408					

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**MICHIGAN DEPARTMENT
OF TRANSPORTATION**

**2015-2019
FIVE-YEAR
TRANSPORTATION
PROGRAM**

VOLUME XVII

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Providing the highest quality integrated transportation
services for economic benefit and improved quality of life.